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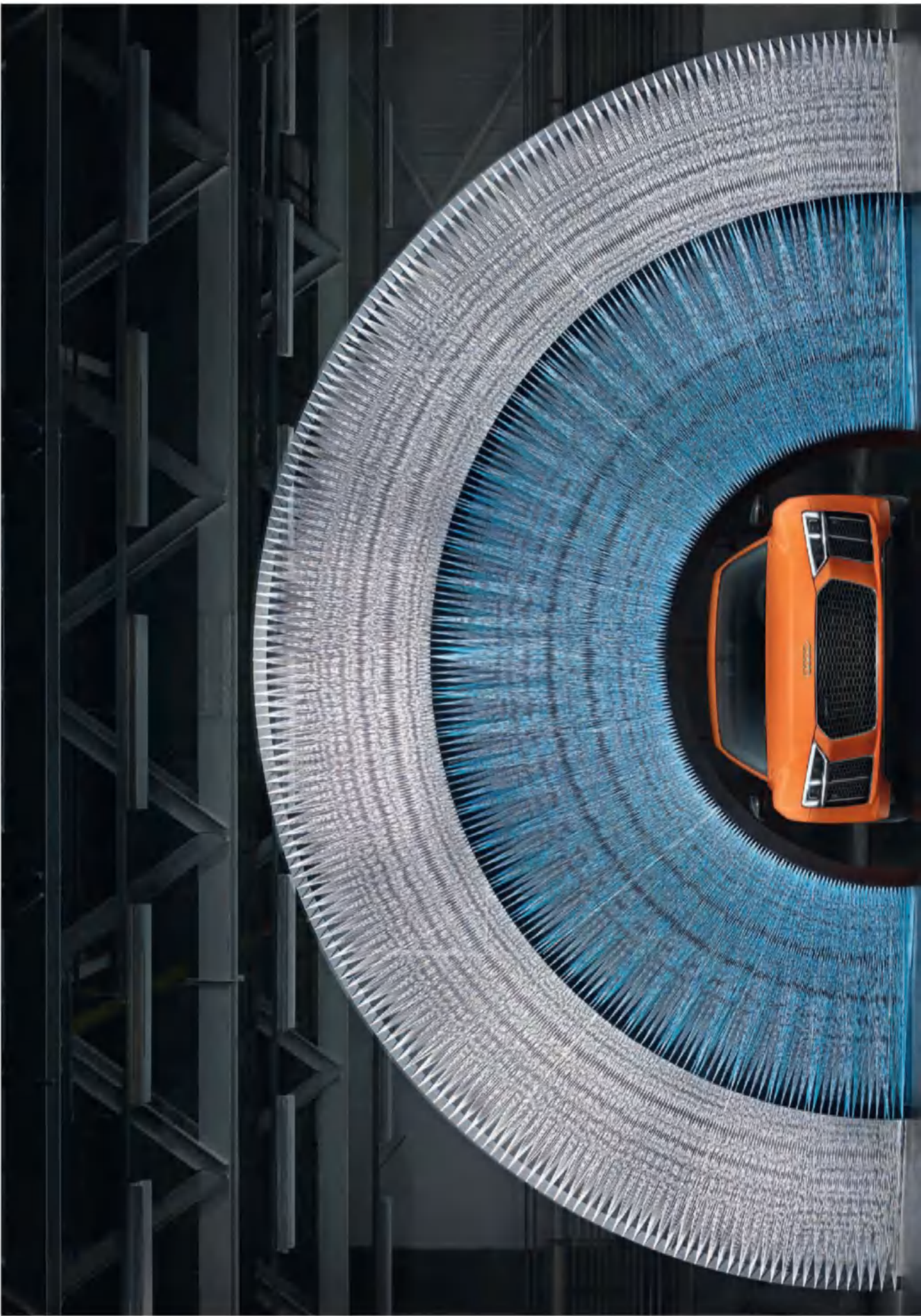


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'A decision to approve the Yamaha Sports Ride is possible within 12 months'

Steve Cropley, p14



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THIS WEEK'S TOP FIVE

VIDEO

McLaren 570S Coupé

New 'baby' sports car driven on road and track



NEWS

SEMA 2015

The showstoppers heading to Las Vegas



NEWS

Tokyo 2015

This year's weird and wonderful concepts



GALLERY

New Renault Mégane

Focus rival in detail



BLOG

John McIlroy

Fuel cell vehicles come of age at Tokyo show



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Toyota spearheads Japan's resurgence

THERE WAS A moment in Toyota boss Akio Toyoda's speech at the Tokyo motor show when he spoke about his company's commitment to embracing new ideas, such as it did with hybrids and fuel cells all those years ago.

"Once we step up to the plate, regardless of what happens, we have to take responsibility without excuses," he said.

A sly dig at crisis-hit competitor Volkswagen and the way the German car giant has handled its emissions scandal, perhaps? That wouldn't be Toyoda's style.

Nevertheless, Toyota officials are wearing quiet smiles, having regained their lead over the Volkswagen Group in the global car-building stakes, making 7.49 million cars in the first nine months of this year compared with the German company's 7.43 million.

The recent emissions scandal came too late in that period to have made much of an impact, but it is difficult to see the gap doing anything but widening in the months that lie ahead.

Little wonder, then, that the representatives of Toyota and the rest of the Japanese manufacturers had a spring in their step at the show.



MATT BURT EDITOR

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THIS WEEK

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New RX-7 to go rotary

■ Mazda sports car concept previews reborn RX-7 ■ Rotary engine ■ Lightweight tech

The Mazda RX-Vision concept car revealed at the Tokyo motor show signifies Mazda's intention to launch a new range-topping sports car powered by a rotary engine.

The likely badge for the front-engined, rear-drive model is RX-7. The debut of the production version at the Tokyo motor show in 2017 is a possibility. That would mark 50 years since Mazda launched its first rotary-powered sports car. The last rotary model, the RX-8, went off sale in 2012.

The two-door, two-seat coupé is officially described as being "Mazda's vision for the ultimate in front-engined, rear-wheel-drive sports car styling".

Mazda president and CEO

Masamichi Kogai confirmed: "One day rotary will make a comeback." He added: "This gives form to our brand's vision of the future. It expresses our intention to make rotary. There are many issues to overcome, but we will continue our efforts. We're working steadily. Keep your eyes on Mazda."

At the heart of the RX-Vision is an all-new, next-generation rotary engine called Skyactiv-R. This engine is said to solve three key issues with previous rotary engines: fuel economy, emissions and reliability. However, Mazda has not given any specific details on the engine at this stage.

The RX-Vision is 4389mm long and 1925mm wide, with

a height of 1160mm and a wheelbase of 2700mm. Those dimensions make it marginally longer and wider than Jaguar's F-Type Coupé. It is also significantly lower.

The car sits on a bespoke Skyactiv rear-wheel drive platform, unrelated to the Mazda MX-5's. For production, the RX-7 is likely to be smaller than the concept car and targeted at Porsche's Cayman.

R&D chief Kiyoshi Fujiwara said: "If we were to mass-produce the car, the Cayman is the right kind of assumption [as a rival]. We'd like to make the weight lighter than a Cayman."

Fujiwara would not divulge details about engine capacity or performance, but the

Cayman reference indicates the kind of level at which the RX-7 will be pitched. Expect, then, around 300bhp from the future rotary engine. Fujiwara confirmed that turbocharging is under investigation for the engine. So is hybridisation, but that is less likely because it is a greater technical challenge.

Although Fujiwara wouldn't mention specifications of the engine, he did confirm that the efficiency of it now matches a typical petrol engine's without any electrical assistance. He said breakthroughs in computer simulation and prototype making had allowed Mazda to more accurately study the combustion cycle of a rotary engine and change →





RX-Vision is slightly wider but far lower than a Jaguar F-Type



Cab-aft proportions emphasise the long, low-slung bonnet



Q&A MAZDA DESIGN BOSS IKUO MAEDA

The concept is a coupé, but would you like to do a convertible, too?

"We'd definitely consider a soft-top."

Were you inspired by previous Mazda rotary sports cars with the new design?

"The MX-5 [below] is the icon today. I love sports cars and am a racing enthusiast. So for me, designing is all about sports cars. The Mazda brand has many enthusiastic fans and we want to provide products to enthusiastic people. Mazda's brand icon should reflect the apex of this philosophy."

Why is it a simpler design than recent Mazdas?

"My biggest desire is to achieve alluring form through simple design. The proportions give a sense of performance to the product. The long bonnet was done to achieve the ideal proportions for a front-engined, rear-drive sports car. So the concept somewhat accentuates that approach."

What do you make of the rotary engine?

"The rotary engine is a symbol of Mazda's spirit. I'm extremely glad that we can realise such a machine. It provides a unique

feeling and we can capitalise on it. When I think of rotary, my mind expands greatly. If we drop it, the rotary engine will disappear from the world. It's important we're in a mindset to cherish the rotary engine technology."



Could the concept explore lightweight material use?

"Even though the concept is on the long side, the idea was always to be a lightweight sports car. That's why I wanted to create a tense, taut design. Of course, there are many material options. I believe carbonfibre will be very important in our future. Mazda also has the technology to utilise aluminium."



Low bonnet is possible because the rotary engine is so compact



◀ it accordingly, including even altering the engine's shape. He said: "There is still room for more modifications in the shape of the engine."

Mazda has also improved the torque output of the rotary engine, another criticism of previous units in addition to the poor economy and reliability.

As for the car's transmission, Fujiwara said a manual gearbox would be his preferred option, but a dual-clutch automatic might be required, should the performance improve further.

Production of the new engine now relies on further improvements to the rotary technology, particularly in ensuring that it is now reliable

enough for mass production, and for Mazda to be on a stable financial footing to have the confidence to relaunch the technology. Both of these appear a given, hence the mooted 2017 launch date.

Mazda "always introduces new materials and technology" on its sports cars, said Fujiwara – a reference to possibly more extensive use of aluminium in the production car or even carbonfibre. The base Cayman weighs 1405kg, a figure the production Mazda will be seeking to beat.

Mazda design boss Ikuo Maeda said the concept "represents our dream, but we don't want it to be a dream too

long". He said it took 10 months to design and was a "pure design project" in this form, although "a lot of elements are adaptable for future products".

The concept's design is said to offer "a sense of lineage and authenticity, encapsulating Mazda's entire history of sports car design". Following Mazda's Kodo design language, the RX-Vision's low body features a short overhang at each end, with a low roofline and low bonnet – something made possible by the compact dimensions of the rotary unit.

Inside, the concept features handcrafted components, leather trim and a simplistic instrument panel. The car has 245/40 R20 tyres at the front and 285/35 R20s at the rear.

Maeda said he would love to see the design in production, hinting that the look of the production car was still up for debate. "I hope we have enough strong voices that can dictate this car. We're at a

very important stage and we wanted to express what could be the next step.

"So we developed this model, stepping up Mazda's brand and expressing how we intend to survive and live into the future. We wanted to express the most unique technology Mazda has and the challenge we want to pick up in the future."

On a likely launch date, Maeda said: "It depends on popular demand and the desire for this kind of vehicle – 2017? If I could, I would dearly like to do so."

He added: "Right now, there is only one design for a Mazda sports car, the RX-Vision" but that "it is one possibility to make it smaller", a hint about the positioning of the production car. Elaborating on this subject, he said: "[Porsche] 911 or Cayman? If you consider the price and performance, the Cayman would be more appropriate."

However, Kogai said there were hurdles to overcome and would not commit to a launch date for the inevitable production return of rotary power. He said: "Initial targets for rotary were set higher than gasoline. I said before it would be difficult for mass production, and this encouraged our engineers to work harder to achieve these targets. I believe one day our engineers can overcome those challenges and meet targets."

"We want to have good communication with our fans on the concept. I'd like to know how great their expectations are. R&D is working very hard. The targets are strict; rotary engines have lots of issues and we need to solve each of them. It's not just emissions. It's performance as well, and making it easy to maintain. A rotary engine is a difficult engine [on which] to solve all these problems."

MARK TISSHAW

'Rotary engines have a lot of issues and we need to solve each of them'



MARK TISSHAW

Roll on 2017



"KEEP YOUR EYES on Mazda," was the sign-off from company president and CEO Masamichi Kogai as he stepped off stage to allow the covers to come off the RX-Vision, surely one of the most eagerly anticipated concepts of recent times.

He was somewhat stating the obvious: how can you keep your eyes off a car so beautiful? In the metal, the RX-Vision is a stunner. Low-slung, with a sleek, slippery body and a long bonnet, the RX-Vision mixes classic sports car proportions with its lovely, current Kodo design language.

I thought the new MX-5 looked like a baby Ferrari. This looks like something

that could have come from Maranello, too.

But like all great concept cars, the RX-Vision leaves us wanting more. We don't really know anything about the engine beyond informed speculation. All that's on the record is that it is a next-generation rotary unit. Power? Torque? Capacity? Economy? R&D chief Kiyushi Fujiwara wouldn't put numbers on anything.

Still, my appetite is whetted. I bet it won't be long before the gaps are filled in. The 2017 Tokyo motor show marks 50 years since Mazda showed off the first rotary production car; seems like the ideal time to launch the new one to me...



Two-seat leather-lined interior is simple in design



Sports Ride is a two-seater; price and power target is Lotus's Elise

Murray springs baby F1

Yamaha stunned showgoers with its Sports Ride concept, based on underpinnings by Gordon Murray

The Yamaha Sports Ride concept could go on sale within three years and be a halo model for a family of Yamaha road cars developed with legendary British designer Gordon Murray, Autocar has learned.

The baby sports car, which was one of the stars of the

Tokyo motor show, sits on underpinnings designed by Gordon Murray Design. It uses a variation of his revolutionary iStream production process, the key difference being that the car's structure uses carbonfibre rather than the iStream's glassfibre. As a result, the car is said to be

extremely light and strong, while the iStream process means manufacturing costs are not greatly increased.

Yamaha and Murray have declined to release details of the car's dimensions or mid-mounted powertrain. They have also refused to comment on the production likelihood of the Sports Ride or the Motiv city car, also created by Murray and Yamaha and shown in Tokyo two years ago.

A Yamaha spokesman would only confirm that talks about producing the cars were "ongoing". However, Autocar understands that a decision

to green light plans is possible within 12 months.

To that end, Yamaha has employed ex-Toyota designer Akihiro Dezi Nagaya to work on the cars. The Sports Ride was the first evidence of his work. The design was notable for the signature 'Y' emblem along the bonnet and its references to Yamaha's motorcycle heritage.

Reports suggest the firm wants the Sports Ride to offer the performance of a Lotus Elise for the same price of around £30,000. It is understood that power would come from a turbocharged 1.0-litre engine, mooted to be

shared by the Motiv. Neither Yamaha nor Murray would comment, but it has been suggested that the engine would produce 70-80bhp in the Motiv and beyond 150bhp in the sports car.

If true, it would match the Elise with a power-to-weight ratio beyond 140bhp per tonne. The firm could potentially produce an even lighter, higher-powered version too.

The Motiv also uses the iStream car creation process, albeit without the use of carbonfibre, to keep costs down. Murray has confirmed that he is working on seven

Yamaha could potentially produce an even lighter, higher-powered version



Sports Ride could go on sale in 2018, priced at £30,000

Q&A AKIHIRO DEZI NAGAYA, DESIGNER

Why do you think you were chosen to create a new exterior design for the Yamaha Sports Ride concept?

"Yamaha was looking to integrate as much of its motorcycle culture as possible into the Sports Ride concept and I knew the company heritage and the bikes, so I was able to do that. I'm a professional designer, having worked for Toyota previously."

What motorcycle elements did you use?

"There are some pretty obvious motorcycle forms, and some details. The exterior mirrors are from a Yamaha R1 superbike, there's a bolt-on plate ahead of each rear wheel that's reminiscent of the Yamaha T-Max maxi-scooter and the exhaust outlets reference Yamaha's latest bikes, too."

Did you have long to do it?

"Not really. It took about five months after we'd finished sketching and had the exact

dimensions. The sketching phase took a couple of months itself."

Beneath the skin of the concept, this is a Gordon Murray design, right?

"Oh yes: the chassis, package and all major dimensions came straight from him. The car is very thoroughly engineered. In that way, it's not like other concept cars. It could be ready to go quite quickly if the company decided it wanted to put it into production."



JIM HOLDER

So, Yamaha, what's the plan?

FOR SPEARHEADING the company's entry into the road car market and the innovative manufacturing process that underpins it, Yamaha's Sports Ride concept has all the



makings of being a ground-breaking hit. If rumours that the firm wants to sell its cars globally are to ring true, however, it must stop thinking in purely Japan-centric terms.

The Sports Ride concept looks great and has been designed to make a splash, but some of the details are too exaggerated for global tastes or, given the location of some of the air scoops in relation to the engine's mid-mounted location, common sense.

The firm should be less secretive about its plans, too. It hasn't produced two concepts for nothing, but if we're to get excited about what's coming, its senior management needs to open up about its intentions.

vehicles using this earlier version of iStream, including the project to restart TVR.

He has emphasised that the iStream Carbon project was developed under strict secrecy until the Tokyo show, raising the possibility of TVR now considering its potential.


The extent of Yamaha's ambitions are unclear. At the Tokyo show in 2013, it showed various road car designs. At the time, Yamaha's general manager of innovation, Masato Suzuki, said various bodystyles were possible.

The iStream frame is easily adaptable and the Sports Ride concept's frame is said to be longer than that of the Motiv, raising the possibility of the firm creating several styles of vehicle. Suzuki said the iStream process "allows for a longer and wider vehicle, and many modifications, without significant additional costs."

STEVE CROPLEY



Sports Ride is based on a carbonfibre version of Gordon Murray's iStream structure; engine could be a mid-mounted 150bhp 1.0-litre turbo



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Go Further



LF-FC shows Lexus's "progressive luxury and high-tech vision"

Next LS to get fuel cell tech

Lexus concept previews the new LS's styling and its hydrogen fuel cell powertrain

Lexus has announced its entry into the hydrogen fuel cell market with the unveiling of the LF-FC concept, which also provides clues to the styling of the next-generation LS luxury saloon.

The LF-FC name stands for Lexus Future – Fuel Cell and the car "offers a peek into the design and technology direction of the brand's future flagship sedan".

The concept uses a hydrogen fuel cell electric powertrain, which directly powers the rear wheels while also sending drive to two in-wheel electric motors at the front.

Lexus says the concept's drive system allows it to

precisely distribute torque to all four wheels, resulting in "exceptional dynamic handling and superior road stability".

The firm says the location of the fuel cell stack at the rear of the car, with the power control unit at the front and hydrogen storage tanks in a 'T' configuration, allows for optimal weight distribution for a sports saloon.

The car's hybrid powertrain operates in one of two driving modes, depending on conditions. In 'cruising' mode, the fuel cell stack draws on hydrogen and creates electricity to drive the motor and recharge the battery. In 'acceleration' mode, both the

battery and the fuel cell stack are used to power the car's main electric motor and its in-wheel electric motors for maximum power.

The four-door, four-seat concept features several autonomous driving functions. Its styling is dominated at the front by Lexus's signature grille, as well as a long bonnet.

The spacious interior has a gesture-controlled infotainment system. Holographic projections are used to direct gestures for controlling audio and ventilation functions, and the majority of information is displayed on a digital instrument cluster in front of

the driver. Rear passengers also get a touchscreen.

Lexus president Takuo Fukuichi said: "The LF-FC expresses our progressive luxury and high-tech vision of a not-so-distant future. The reason we are showing this car is because we're getting ready for a hydrogen-powered society."

The new LS will compete against the Audi A8, Mercedes-Benz S-Class and BMW 7 Series. It was tipped to have a V8 hybrid powertrain with around 535bhp. Now it looks like at least one version will use a hydrogen fuel cell, but hybrid and conventional powertrains are also likely to be offered.

MATT BURT

Confidential

AS WELL AS confirming plug-in hybrid technology will be applied to all future core models, Volkswagen's Herbert Diess shed light on the second-generation Phaeton, saying it would be produced exclusively as an electric car. Until now, reports had suggested it may also be offered with petrol and diesel engine options. "This is not the case," he said. "It will be sold as an electric car."

HONDA'S RADICAL BIKE-engined Project 2&4 track day car made its Japanese debut at Tokyo, but it's still just a concept. Indeed, it's emerged that the industrial-looking blue fluid visible in the show car's brake linings is in fact mouthwash. Honda has not specified which flavour.



THE MAZDA KOERU crossover looks set to make production, according to design chief Itkuo Maeda. When asked about further development of the Frankfurt show concept, he said: "It's a tough question to answer, but we are preparing it. People expressed a desire for the concept to make production."

RENAULT AND NISSAN are advancing their autonomous driving capabilities in tandem, said Keno Kato, the Japanese company's product development boss. But driver requirements are so different in Renault's areas of influence that the French company will have to do its own integration and fine tuning.

SUBARU IS TRYING out upmarket interiors in the wake of customer feedback. The WRX S4 SporVita is a 500-unit, Japan-only special edition with a brown leather interior finish produced with Italian specialist Mario Levi. It is intended to appeal to BMW, Audi and Alfa buyers.

FCV widens Honda's fuel cell options

HONDA WILL BE able to base its next generation of fuel cell vehicle on the same platforms as existing models, allowing it to offer the hydrogen-fuelled technology in multiple bodystyles and ramp up production levels.

Honda launched its latest hydrogen-fuelled car, the FCV Clarity, at Tokyo – and the new vehicle's fuel cell stack is one-third smaller than the set-up in its predecessor, the FCX Clarity.

Kiyoshi Shimizu, chief

engineer for large projects at Honda's R&D centre, said: "The most important thing with this FCV is getting the fuel cell stack small enough to fit under the bonnet. That means it can be accommodated with gasoline engine-like packaging in the future, and this opens up lots of possibilities."

"We could use the same stack in an SUV as in a saloon. In the future, we will not need a dedicated design for a fuel cell vehicle."



First drive of the Honda FCV p31

TOYOTA FCV PLUS

Toyota has unveiled a new hydrogen fuel cell-powered concept car, the FCV Plus. The concept can be used to generate electricity when not in motion and is capable of sharing its generated electricity with local infrastructure.



SUZUKI IGNIS

A bold Ignis compact crossover made its debut at the Tokyo show. The car is based on a new lightweight platform that is claimed to improve handling and rigidity. Four-wheel drive is available and the car is due in the UK next year.



Honda looks to new sports cars

A sub-NSX sports car, a new S2000 roadster and a 345bhp all-electric coupé are all under consideration at Honda

Honda is considering adding more sports cars to its range – including a radical proposal for an all-electric vehicle with a motor at each corner.

The Japanese manufacturer has confirmed that its new NSX will start production next spring, but its president, Takahiro Hachigo, has acknowledged that the hybrid supercar's high-end price – likely to be in excess of £120,000 in the UK – allows considerable scope for additional models that could rival the Toyota GT86 or Mazda MX-5.

Hachigo said: "We have the S660 in Japan and the NSX and Civic Type R globally, and we do want to further enhance those models that are already with us. However, we are receiving lots of requests from different regions for more sporting models, so we are considering a lot of ideas on what we can do. We don't have a definite plan in place, though."

Autocar understands that one proposal under consideration is a smaller, four-cylinder turbocharged

sports car to sit below the NSX – but the preferred 'mainstream' idea is a replacement for the S2000 roadster that went out of production in 2009.

However, Honda has already developed another powertrain as a result of an earlier project to create an all-electric sports car, and Hachigo has given strong backing to the idea of a car using its technology reaching production.

The system builds on the existing SH-AWD set-up on the NSX – an electric motor on each front wheel and a third one driving the rear axle – by having electric motors mounted inboard at all four corners. Honda paired this technology with a 50kWh battery to produce a 444bhp CR-Z racer that finished a creditable 11th overall at this year's Pikes Peak hillclimb.

The proposal is for a detuned version of this set-up to make production, with around 345bhp and a range of up to 250 miles – and road-going prototypes exist.

Hachigo said: "I personally have driven the four-motor CR-Z and I would like to see

it mass-produced. I hope the young engineers can, in the next phase, come up with a way of achieving that. There are some challenges in the way, but while I cannot say when we can launch a car like this, I want to see it happen as early as possible."

The biggest hurdle to the all-electric sports car idea is likely to be cost. Although the prototype uses 'stock' electric motors (taken from Honda's US flagship, the Acura RLX Hybrid), it also features more expensive lithium ion batteries that would drive up the price.

Meanwhile, the S660 kei-car roadster remains unlikely to make it out of its domestic market, according to Hachigo. "That's a car that was designed for Japanese regulations," he said. "If we wanted to bring it to Europe, then we'd have to do a lot of work to make it comply with the rules there. If there is strong demand from any given region for any given car, then we will consider the possibilities, but we need to look closely at it."

JOHN McILROY

Prototype CR-Z has an electric motor driving each wheel



Toyota to heed public reaction to S-FR sports car



S-FR is rear-wheel drive, with 2+2 seating to fulfil a "wider brief"

TOYOTA HAS NO IMMEDIATE plans to put its S-FR baby sports car into production – but the company is planning to listen to Tokyo show feedback and could react positively to public acclaim.

The 2+2 S-FR is the result of a three-year project by Toyota's central design studio. The team was tasked with creating a new type of sports car that could sit alongside the GT86 in the line-up. The concept – described by project leader Koichi Matsumoto as "the GT86's baby brother" –

makes clear design references to the classic Toyota S800, with barely a single sharp-creased panel.

Although Mazda's MX-5 was one of the reference cars, Matsumoto insists the S-FR has a wider brief. "We want it to be a fun car that's enjoyable to drive," he said. "However, it has broader intentions than the two-seater cars. That's why we made it a 2+2."

Toyota declined to reveal any of the show car's technical specifications, although it's rumoured to have a 1.5-litre

four-cylinder engine with 128bhp. However, the car's name is made from Sport, Front-engine and Rear-drive, and Matsumoto said: "For my mind, with any sports car, rear-wheel drive should be one of the key factors."

He also added that unlike the GT86/Subaru BRZ co-development arrangement and Toyota's ongoing joint sports car project with BMW, a production S-FR would not require a tie-in with another brand. "We could produce this ourselves," he said.



What is Honda's all-electric CR-Z test car like to drive?

YOU NOTICE THE electric sports car prototype's intentions before you clamber into the racing seat. That's because the semi-cute CR-Z shape has been enhanced by riveted-on wheel arch extensions, giving it a much more purposeful look.

Off the line, acceleration isn't quite supercar fast, but

it isn't far off it. There's no wheelspin, of course, and remarkably little theatre beyond the obvious shove. Indeed, it's surprising how quiet and refined the test mule is, given that it's a mile away from production readiness.

The prototype has 250bhp instead of the 350bhp that

it could have in production form. That means you get to 80mph with no bother and some aplomb, but the grunt fizzles out soon after.

The capped power means the CR-Z can't quite outrun its own weight in corners. It feels every bit of its 1600kg as you try to get the front end to tuck in, and it washes

out into understeer too easily. But another 100bhp and a more rear-biased SH-AWD set-up could easily allow you to power your way out of that habit.

Still, it's a fun thing – and with a lower cabin set-up and a couple of hundred kilos less weight, it could be great.

JOHN McILROY



New Impreza clues revealed

THE NEXT-GENERATION Subaru Impreza has been previewed in concept car form at the Tokyo motor show.

It is described as being the first of a new generation of Subaru models and is expected to be offered with a new 2.0-litre flat four engine complete with cylinder deactivation technology.

However, the 1.6-litre engine that features in the current car is likely to be carried over to the new model. A hybrid version is also a possibility, but this is unlikely to make it to the UK.

The key visual cues of the car, such as the large air intakes at the front and a prominent lip spoiler at the rear, are likely to carry through to production, as Subaru also says that the look of the five-door concept hints at the look of the company's future range as a whole. The front lights are expected to be simplified when the car comes to production, as is the crease on the side panels.

The car will be based on a new standardised platform, which is intended to underpin every Subaru model from the

Impreza to the Outback. The new platform is expected to bring significant weight savings to the Impreza, while also being stronger. It is also likely to form the basis of a new XV.

The five-door model is 4400mm long, 1880mm wide and 1440mm high, and comes with a wheelbase of 2670mm.

Autocar understands the next-generation Impreza will be launched towards the end of next year. Prices aren't expected to be much higher than the current £17,495 price.

JOHN McILROY



Next year's Impreza will have a new platform and a new 2.0 flat four



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Refined aerodynamics and carbonfibre body help to improve range

Nissan hints at new EV

Autonomous Nissan IDS Concept previews elements of the next Leaf

Nissan's IDS Concept, a four-seat hatchback that hints strongly at the styling of the next-generation Leaf hatchback, has two different cabin configurations, depending on whether the driver selects its conventional manual driving mode or the autonomous 'piloted' mode built in via its on-board artificial intelligence.

The battery-powered five-door

has a screen-based instrument panel when driven normally, but in piloted mode the steering wheel folds away and the seats incline towards one another "to facilitate conversation".

Design director Mitsunori Morita said: "It's like relaxing in a living room." Even in manual mode, the Intelligent Drive system stays ready to assist if needed.

The IDS Concept has a low roof

height of 1380mm to reduce frontal area and improve aerodynamics, and the car runs thin, big-diameter, aerodynamically designed wheels with 175-section tyres to minimise both air and rolling resistance. Its all-carbonfibre body makes it unusually light for a battery car.

Nissan's engineers say they have refined all aspects of the IDS Concept's electric powertrain: motor, battery and inverter. The combination of good aerodynamics, lightness and a new, high-capacity 60kWh battery, Nissan says, will allow the IDS Concept to "drive long distances".

For the concept, designers have used a series of lights, including a strip running along the car's waistline called the Intention Indicator, to alert nearby pedestrians or cyclists. When a pedestrian is near, the strip turns red to indicate the car's awareness.

STEVE CROPLEY



IDS is battery powered; interior layout changes when it's in autonomous mode

New baby SUV set to join Mitsubishi line-up

THE STRIKING MITSUBISHI eX points towards a new crossover that will slot into the Japanese company's line-up below the ASX.

The concept is described by its maker as a mixture of a shooting brake and a compact SUV.

Similar in size to the current ASX, the eX features a new interpretation of Mitsubishi's 'Dynamic Shield' frontal design cues and was created under design boss Tsunehiro Kunimoto.

Its electric powertrain is based around a next-generation battery pack and a twin-motor all-wheel drive system. The eX has a range of up to 248 miles on a single charge, according to Mitsubishi.

The eX also comes with an augmented reality windscreen

and automated driving systems.

Mitsubishi says the car is representative of the company's future design direction, both inside and out, although it features no B-pillars, a design element that's not destined for production.

Mitsubishi plans to expand its SUV line-up to five models by 2020. The other new model is expected to slot in between the ASX and the Outlander, both of which will grow in size in their next generations to make way for the newcomers.



Compact eX concept is a mixture of shooting brake and SUV, says Mitsubishi

OUR SHOW STARS



MAZDA RX-VISION

The rotary engine lives on – and in some style. Shrink the RX-Vision a little and you're looking at the basis for the new RX-7, the expectation for which is a launch at the 2017 Tokyo motor show. I'm counting the days already. **MT**



SUZUKI ALTO WORKS

This seemed such a beguilingly aggressive cross between traffic-busting kei car and Nascar racer that I couldn't resist it. Power is a turbocharged 660cc triple, driving the front wheels through a five-speed gearbox. **SC**



TOYOTA KIKAI

The Kikai's creator, Kazuo Suyama, sees beauty in engineering, hence the exposed exoskeleton. A rear-drive petrol-electric hybrid, it is built around carbonfibre panels and aluminium subframes, so far too pricey to reach production... at present. **MB**



TOYOTA S-FR

With rear-wheel drive and the promise of peppy performance from a 1.5-litre four-cylinder petrol engine, the compact Toyota S-FR aims to deliver driving thrills at a price that won't break the bank. It begs to be built, even if Toyota officials suggest it won't be. **GK**

More Tokyo news at autocar.co.uk

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NEW PEUGEOT 308 GTi

MOTION & EMOTION



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OUR SHOW STARS THE ODD ONES



Kikai celebrates engineering over conventional design

Kikai concept shows off its working parts

The creator of the bold Toyota Kikai has played down the prospects of the Tokyo motor show concept ever making it to production. The Kikai features no bodywork, exposing all of its working parts – including the 1.5-litre petrol-electric powertrain, suspension and steering – to the elements.

“In modern cars, it is very hard for young people to see the movement of the steering wheel and the suspension,” said project leader Kazuo Suyama. “Usually, designers draw beautiful lines to create cars, but I think engineering is beautiful.”

The Kikai features a 1+2 seating arrangement, sliding doors and a glass front bulkhead so the driver can see the road passing under his feet.

“We’ve created a connection between the driving seat, the car and the road,” said Suyama.

The car’s aluminium subframes and carbonfibre passenger cell are also exposed. Suyama wouldn’t reveal the vehicle’s weight, but under one tonne is feasible. Toyota worked with several partners on the project, including GK Dynamics, a Japanese company that specialises in building

motorcycles, which tend to feature more of their working parts on display than cars.

Suyama said the brief with the Kikai was to “create a new mobility type that did not already exist”. He wouldn’t be drawn on whether Toyota chiefs will commission a production version, but the use of exotic materials and a lack of component protection is likely to make it prohibitive.

“We do not have a decision, but we hope that the reaction to the car here at the Tokyo motor show is good,” he said.

MATT BURT



MITSUBISHI EMIRAI

Mitsubishi Electric’s Emirai is capable of reacting to the driver’s mood, with most features operated via gesture controls rather than traditional buttons.



TOYOTA FLESBY

This radical mobility concept features padded external airbags and advanced driver monitoring systems that adjust the stereo and lighting to suit.



NISSAN TEATRO FOR DAYZ

Described as a ‘clean canvas’ for digital sharing, the Teatro for Dayz concept features a digitally customisable interior and a minimalist exterior.



SUZUKI AIR TRISER

This three-row people-carrier concept is designed to recreate the experience of being in a private lounge and features reconfigurable passenger seating.



SUZUKI MIGHTY DECK

The first of Suzuki’s kei car (Japan’s micro class) concepts features a retractable roof and an exposed rear deck with luggage storage space underneath.



Hotter Focus RS mooted

Quicker, lighter Focus RS special is under consideration by Ford; 0-60mph could dip below 4.0sec

Ford Performance is watching reaction to the new Focus RS closely before signing off an even quicker limited-run special.

Ford insiders have confirmed that an even more hardcore version of the 345bhp five-door is under consideration – and it has the potential to be the fastest-accelerating hatchback in history.

Ford's options for bringing

extra grip, performance and excitement to the new RS will be delivered mainly through weight saving and upgrading the RS's drivetrain. This will be possible in a car with an asking price that could even eclipse the £40,000 of the Ford's premium-branded opposition.

However, the car's 2.3-litre four-cylinder turbo petrol engine is already operating close to its maximum and

attempts to conjure more power will be hampered by the lack of room for additional cooling capacity.

Because budget constraints have limited Ford's weight-saving options with the standard RS, there's plenty of potential for improving the car's power-to-weight ratio by adding lightness to a more expensive version.

Polycarbonate glazing,

carbonfibre-reinforced plastic bodywork, forged aluminium suspension componentry, carbonfibre brakes, less noise insulation and a stripped-out interior could take upwards of 100kg out of the car – even after the drivetrain additions under consideration have been grafted on.

Those additions are likely to consist of an electronically controlled limited-slip

differential for the front axle, tuned to work with the GKN-supplied rear drive unit, and a dual-clutch automatic gearbox. A limited-slip front-axle differential is already known to improve the RS's handling and was under consideration for the standard car, an insider has revealed.

The obvious paddle-shift gearbox option would be Ford's Powershift transmission,



Facelifted GL is now called the GLS; style tweaks include new grille

Revamp for Merc's large SUV

MERCEDES-BENZ HAS completed the renaming of its SUV line-up with the introduction of a facelifted version of the GL, which is now called the GLS.

The GLS receives subtle exterior styling upgrades, a more luxurious interior with additional connectivity options, more efficient engines, a new nine-speed automatic gearbox and revised air suspension.

It gets a new grille, with an oversized three-pointed star and twin-blade adornment. There's also a new front bumper, altered tail-lights,

a revised rear bumper and newly styled wheels.

Inside, an upgraded dashboard features a free-standing infotainment monitor, altered instrument graphics and a new steering wheel.

The new GLS comes as standard with seating for seven in three rows and 680 litres of luggage space, rising to 2300 litres with all rear seats stowed.

The sole diesel engine is a 187bhp 3.0-litre V6 in the GLS350d 4Matic. Mercedes is holding back on economy and emission figures until closer to its UK launch early next year.

On the petrol side, the GLS63 gets an AMG twin-turbo 5.5-litre V8 with 577bhp. A plug-in hybrid is also possible but hasn't yet been confirmed.

A new nine-speed automatic gearbox replaces the older seven-speed unit in all versions apart from the GLS63, which keeps a seven-speed 'box.

Further changes are centred around the standard Airmatic air suspension and aim to provide improved self-levelling for a more comfortable ride.

Pricing is expected to remain similar to that of the outgoing GL, starting at around £63k.

Zenos eyes Focus RS engine for hot E10



ZENOS IS PLANNING a more powerful version of its E10 sports car and it could share its engine with the Ford Focus RS, Autocar understands.

The new, more potent variant of the E10 is poised to join the E10 and E10S in Zenos's line-up.

Company boss Mark Edwards has hinted that the E10's chassis is capable of handling more power, and a harder, more focused version of the E10 is the next logical step for the company as it seeks to establish itself in the low-volume sports car market.

One engine option for the hot E10 would be a

more powerful version of the turbocharged 2.0-litre Ford Ecoboost unit used in the E10 (with 200bhp) and E10S (250bhp).

But Autocar understands that the new Focus RS's 2.3-litre Ecoboost engine is also under consideration. A power output of around 350bhp would give the E10 a power-to-weight ratio of nearly 500bhp per tonne.

Despite the extra performance, the new version of the E10 will significantly undercut models such as the Lotus 3-Elleven and Caterham Seven 620R, for which its power-to-weight ratio will be a match.

supplied by Getrag, but it is currently rated for engines with peak torque of 332lb ft, so it would need some modification.

Ford's performance targets for the super-heated RS will be to make it quicker over the benchmark 0-62mph sprint than the latest Mercedes-AMG A45 (4.2sec) and the Audi RS3 (4.3sec). The regular RS's claim (4.7sec) would suggest there's plenty to do to meet that target, but company insiders have confirmed that even the

standard car is much closer to Germany's big hitters when fitted with optional 19in forged wheels and Michelin Pilot Sport Cup 2 semi-slick tyres.

If the potential is there to make the Focus the first hot hatch since the 2010 Subaru Cosworth Impreza STI CS400 to break the 4.0sec 0-62mph barrier, expect Ford to seize it.

MATT SAUNDERS

» Track ride in the new Ford Focus RS p36

New plans at VW

VOLKSWAGEN BOSS Matthias Müller has set out five priorities for turning around the firm's fortunes.

The first two are to rectify those cars affected and to investigate how the installation of the so-called 'defeat device' became so widespread.

He then plans to introduce a new structure that gives the VW Group brands more independence. Müller's fourth priority is described as being "a

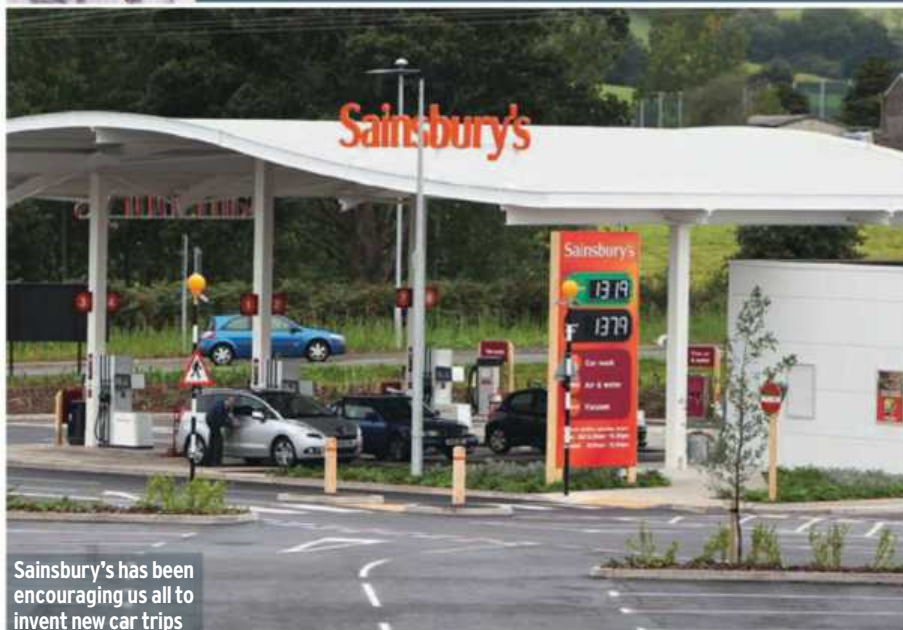
realignment of the group's culture and management behaviour".

Finally, he says VW is working on a new group strategy that focuses on qualitative growth rather than simply growing sales.

As a result of the €6.7 billion (£4.8bn) set aside to cover the costs of rectifying vehicles fitted with its defeat software, VW has reported an operating loss of €3.48bn (£2.5bn) for the third quarter of 2015.

Tester's Notes

Matt Prior



Sainsbury's has been encouraging us all to invent new car trips

Rewards. It's half-term as I write, after all, so why not reward yourself with something, like a trip out in the car?

Well, 'why not' is because, in my experience, roads during half-term are filled with people driving at 35mph absolutely everywhere, regardless of the conditions and speed limit. But still, suggests an advertisement on the radio, you should go to places you wouldn't otherwise bother with.

It's an advert for Sainsbury's, which is offering 10 times the usual number of reward points on its loyalty card – 10 instead of one – for every litre of fuel that you buy.

And so, the advert has it (you can tell that I've been on the road a lot recently), there's a reason for you to invent journeys – to places that you'd never usually go to, ones that are bleedin' miles away, just so that you can fill your car with fuel and gain these valuable loyalty points.

Roads during half-term are filled with people driving at 35mph absolutely everywhere

Now, look, I've absolutely no idea if the Sainsbury's loyalty card scheme is any better or any worse than any other supermarket's, and I'm damned sure I'm not going to look it up.

But what I do know – because I did look this up – is that if you put 50 litres of fuel in a car to gain 500 loyalty points, then they're worth £2.50 as in-store savings. Which is, I will admit, a recognisable saving on a tank of fuel, but rather a lot less than the £54 it would have

cost you to fill the tank with petrol you didn't need if you hadn't decided to go to a zoo in a different region of the country in the first place.

Curious strategy, then.

Although, if the advertisement instead said: "Fill up with fuel and you can have a free cup of coffee" – which is probably about £2.50 – "to keep you occupied while you sit behind somebody driving at 35mph absolutely everywhere", it would be the only place I'd ever fill a car.

DOUBLE TROUBLE

Another advert currently doing my nut is for Volvo, which has apparently noted the Brits' love affair with "double acts". Like "fish and chips", or "Morecambe and Wise".

Volvo says, then, that it has tuned the "steering and handling" of the current Volvo range specifically for UK roads. To make the Volvo range feel as British as – and here's the problem – "bacon and butty", or "Dec and Ant", which are not accepted terms for British double acts at all.

In other words, it has had a go but frankly has admitted misinterpreting British double acts entirely.

Which, if you've sampled the steering and handling of a Volvo V60 Polestar, will come as no surprise to you whatsoever.



V60 Polestar steers like a true Brit, as Pinion and Rack will tell you

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Official fuel consumption for the Yeti range in mpg (litres/100km): Urban 37.7 (7.5) – 53.3 (5.3), Extra Urban 50.4 (5.6) – 68.9 (4.1), Combined 44.8 (6.3) – 62.8 (4.5). CO₂ emissions for Yeti range are 147 – 118g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.



A Week In Cars

Steve Cropley



Nissan's IDS Concept was one of many Tokyo show stars

MONDAY

On an early flight to Tokyo for the biennial motor show, but first to take up an enticing offer from Nissan to try one of its autonomous driving prototypes. This boiled down to accompanying a test driver in a self-driving Leaf on a lightly trafficked 20-minute route across Tokyo Bay via a newly built bridge. It was highly instructive.

I didn't drive the car – no one did, although it was Nissan's engineer behind the wheel at all times. Several hacks returned from the experience pronouncing it "amazing", but that seemed entirely the wrong description. The point was that it felt eerily normal, like going for a spin with a capable but disciplined and pedantic older driver who obeyed every speed limit to the letter and was never tempted to 'take a line' through a corner.

Nissan engineers see three levels of hands-off autonomy, but only the third (which they will offer from 2020) requires less than the driver's full attention to the road. I can see a clear case for the first two levels, but I'm doubtful that our legal system could cope with a driver abandoning

I haven't cared much for autonomous driving, but on this evidence it has a big future

responsibility for control of his car to the machine itself.

I haven't cared much about autonomous driving in the past, but on this evidence it has a big place in our future. It suffers, however, from having a boring name. If it were called Turbo-Steer or Hyper-Drive, we'd take more notice.

And another thing...

First go for ages in our Twingo, which didn't do it for me last time. This time it seemed to float over bumps, almost like a Renault from the 'funny French' (read: 'good old') days. Made me want to drive it more.



WEDNESDAY AM

Mazda's amazing early-doors reveal of its RX-Vision, a superb new rotary sports car, reminded me of Porsche's king-hit at Geneva five years ago with its 918 Spyder, whose opening press day launch was so huge that it seemed nothing else would be able to match it. Nothing did. Luckily in Tokyo there were half a dozen models of similar significance. I especially liked Nissan's IDS Concept, the so-called 'new Leaf', and of course Yamaha's Sports Ride, fully engineered in Guildford by Gordon Murray. It was a vintage show, especially impressive because everything important seemed to be feasible and fully engineered. Part of our job is to provide oxygen to promising unfinished projects, but it's



Carlos Ghosn spoke convincingly on EVs and autonomous driving

special fun if you're convinced the new car can work.

WEDNESDAY PM

Mesmerising speech by Renault-Nissan CEO Carlos Ghosn, as he explained the alliance's approach to this motor show's favourite subjects: electrification and self-driving cars. No doubt Ghosn has great speech writers, but his clarity and emphasis make listening to him a privilege.

It struck me that in a former garden of tall poppies – including Ford's Alan Mulally, Volkswagen's Martin Winterkorn and GM's Rick Wagoner – he's the last man standing. Fiat-Chrysler's Sergio Marchionne is still in there fighting, but his 'tallness' is

reduced by an apparent desire to merge with anyone who'll have him.

FRIDAY

Back in the Smoke to hear an amusing tale of car selling from Mr Editorial Director Holder, whose other half is buying a new car. Setting out to sell the outgoing late-2000s Ford C-Max via local classifieds, Holder looked up the average online price of cars like theirs, added a bit for low miles and conscientious ownership, and settled down to await calls.

It's important at this point to understand that Our Jim holds equal responsibility for Autocar and our sister title, What Car?, whose advice to those buying used cars privately is to research the online offer prices of similar cars, then go in 10% lower. The Holder phone duly rang and a local lady, cash in hand, soon expressed keenness to buy the C-Max. But she was unmoved by the premium, instead offering the average minus 10% – and citing What Car? as the reason. There was some haggling, but the transaction concluded close to her price. Now JH is in two minds: a little poorer than he expected, but reassured that his advice clearly works.

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Infiniti Q30

29.10.15, Portugal Premium compact hatchback looks to muscle in on the German competition

The Q30 is a new upmarket hatchback from Nissan's premium brand, Infiniti, and a model the manufacturer is hoping will continue its growing sales momentum in the UK.

The five-door Q30 is slightly longer, wider and taller than the Mercedes-Benz A-Class, with which it shares some of its platform. Infiniti's pricing puts the Q30 up against some strong premium competition, including the Audi A3, BMW 1 Series and the aforementioned A-Class.

A choice of four engines will eventually be offered: 1.5 and 2.1-litre diesels and turbocharged 1.6 and 2.0-litre petrol units. These will be paired with five trim levels, although only an entry-level SE and, at the other end of the spectrum, an equipment-laden City Black Edition will be available at launch. Four-wheel drive and a seven-speed dual-clutch automatic transmission are both available as options.

Our Q30 test car is aimed at range-topping rivals. Its 168bhp 2.1-litre

diesel engine, all-wheel drive system and auto 'box offer a powertrain comparable with that of the higher-powered A3 2.0 TDI quattro S tronic and the A220d 4Matic DCT.

If you've had any experience of an A220d, you're likely to notice similarities from the points of view of performance, refinement and interior touches. The 2.1-litre diesel pulls from usefully low revs and the dual-clutch 'box selects gears fairly intuitively when left to its own devices. Manual paddle changes aren't the sharpest, though, even with the gearbox set to Sport.

Push hard and you'll know about it, with a pronounced diesel grumble towards 3000rpm and some vibration through the steering wheel and pedals. At motorway speeds, the standard 18in wheels kick up a fair bit of road roar and there is noticeable wind noise around the A-pillars and front side windows, although the engine settles at cruising speed.

Where the Q30 trumps the A-Class is on ride quality. Infiniti's engineers apparently investigated more than

50 damper settings and spent time making sure lighter and heavier engines in the range got bespoke settings to achieve a decent level of comfort across the line-up.

Sure, the largest, sharpest potholes still cause some shudder through the body but, for the most part, the Q30's dampers and standard high-profile tyres manage to get it across broken surfaces without unsettling those

Infiniti's pricing puts it up against some strong premium competition, such as the A-Class and A3



Distinctive design is an Infiniti draw; underneath, it shares parts with a Merc A-Class



Perceived quality is good for the most part and there is an appealing roster of equipment on mid-range Premium Tech, but sat-nav is £1400 extra



You get a decent-sized, square-shaped boot with good access, but the rear seats are short on leg room for adults and three abreast feels tight

on board. The only grumble is the amount of thumping heard in the cabin as it does so.

The Q30 can't claim to mix with the dynamic leaders of the class. There's decent grip and up to 50% of the power can be sent to the rear axle should the front wheels wash wide or lose traction. Infiniti has also crafted an evenly weighted, if rather heavy, steering system. However, front-end responses never feel sharp and are dulled further by those high-profile tyres, while the Q30's body tends to lean further than the class's most agile occupants in corners.

Inside, there's good space for two tall adults in the front and plenty of adjustment for the driver. The rear is far less roomy, forcing adult knees into the backrests in front and causing a middle passenger to contend with little shoulder and foot space. Adults will find the sides of their heads touching the protruding ceiling above the rear window, which tapers to quite a claustrophobic depth.

Boot space rivals the class best, though, and living with its square

shape and decent access will be no chore. It's a shame that there's no adjustable floor and that the underfloor space is limited. Overall, though, this is one of the Q30's best interior assets.

In part, interior quality deserves praise, too. The upper sections of the dashboard, the door cards and the dash and door trim inlays are soft to the touch and the metallic bits suitably stout. However, the plastics further down the dash and centre console are less convincing.

Infiniti's infotainment system is hard to get excited about, too. The standard 7.0in colour touchscreen can also be controlled using a rotary dial and shortcut buttons between the front seats, and DAB radio, Bluetooth and voice control feature on every model. Screen graphics look sharp, but the system lacks the responsiveness or latest connectivity apps of its best rivals. What's more, the clunky sat-nav is a £1400 option, even on mid-range Premium Tech.

Still, Premium Tech trim does include features such as leather seats,

climate control, keyless entry, a rear-view camera, two USB ports and, like all Q30s, city braking technology as standard.

There's far more reason to consider a Q30 over its competition than there has been with any other Infiniti to date. Its cabin feels largely high in quality, there's a good level of equipment and, although we're unable to confirm how it behaves on UK roads yet, the Q30 appears to have a reasonably comfortable ride,

Infiniti buyers are often after something with distinct style outside the staple German brands, and compared with the A220d AMG Line 4Matic DCT, there are genuine reasons why you might throw your hard-earned at this Q30 instead.

Even so, it's hard to ignore the fact that an equivalent A3 Sportback 2.0 TDI is around £2500 cheaper to buy, considerably faster, just as clean and fuel efficient and better equipped, as well as feeling higher in quality inside and more engaging and refined to drive.

RORY WHITE



INFINITI Q30 2.2D PREMIUM TECH AWD DCT

The most convincing Infiniti model so far, but still not a challenger to the best in this premium class



Price	£31,180
Engine	4 cyls, 2143cc, diesel
Power	168bhp at 3400-4000rpm
Torque	258lb ft at 1400-3400rpm
0-60mph	8.5sec
Top speed	134mph
Kerb weight	1598kg
Gearbox	7-spd dual-clutch automatic
Economy	57.7mpg (combined)
CO₂/tax band	127g/km, 23%



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The official fuel consumption figures in mpg (l/100km) for the Renault Clio Play 1.2 16V 75 are: Urban 39.2 (7.2); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO₂ emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

Finance provided by Renault Finance, PO Box 149, Watford, WD17 1FJ. Subject to status and availability. Indemnities may be required. UK resident (exc. Channel Islands). Over 18s. Terms and Conditions apply. Participating dealers only. Offer based on 6000 miles per annum. Excess mileage of 8p per mile inc. VAT. Offers cannot be used with other schemes or finance offers and are available on featured new vehicle when ordered by 31 December 2015. Clio shown has optional Flame Red Renault i.d metallic paint available at an additional £595.

QUICK FACTS
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Honda FCV Clarity

27.10.15, Japan Honda advances the cause of fuel cell vehicles with its second-generation effort

In the wake of the arrival of the Toyota Mirai hydrogen fuel cell car, Honda has launched this, the FCV Clarity. To date, the company's fuel cell vehicles, much praised for their technical innovation, have been available to only a select few. Honda made just 72 examples of the FCX Clarity, its last effort, for example.

However, the firm has far higher hopes for the new FCV Clarity, which, it says, will be made in "much greater numbers". It regards the FCV as a stepping stone to its first mass-produced fuel cell vehicle, currently in development and due in 2020.

As with the FCX, the FCV Clarity sits on a bespoke platform but gets two hydrogen tanks instead of one, each of them storing the fuel at a higher pressure (700bar instead of 350). This, says Honda's engineers, addresses the single biggest concern of owners of the FCX Clarity: range. The FCX managed 240 miles in the US test cycle, but Honda says the FCV Clarity can crack 300 on the same standard and should do north of 400 in many real-world situations.

At the heart of the FCV is a new fuel cell stack that's a third smaller than before and, astonishingly, 90% cheaper to produce. The more compact package has allowed Honda to move it away from the transmission tunnel area, to under the bonnet. That frees up cabin space, allowing the FCV Clarity to seat five.

Honda hasn't announced a European on-sale date, let alone a price, but around 200 examples will be leased in Japan next year. The nominal figure for the car is 7.66 million yen, or around £42,000, but that will simply be divided by the length of the lease. A 48-month deal, as was common with the few FCX Clarity cars that were leased, should cost around £875 per month in Japan.

As with most fuel cell vehicles, the FCV Clarity is straightforward to use. You select Drive and ease away in near-silence. The only sound you're likely to hear – should you not be doing a sufficient rate of knots to create road noise – is what sounds like a faint gurgling from under the bonnet. For the most part, though,

there's no real mechanical noise to speak of. Think of it as an EV that doesn't need plugging in.

Our test route was a short loop at Honda's Tochigi R&D centre. The company has yet to issue any official performance figures, but the FCV is set up for cruising comfort instead of out-and-out performance or agility.

The fuel cell has a nominal output of 134bhp, which is enough for brisk acceleration, even up to a motorway cruising speed. Once there, it's like a reasonably refined executive saloon, although we had no chance to throw it at anything like a sharp corner.

Honda has had to strike a balance between giving the cabin a high-tech look and making it suitable for everyday use. The result looks to be a fair compromise. There's a central infotainment screen in the neat dashboard, and the centre console extends out towards the area between the front seats, with gear selector buttons above it and a storage area below. The rear cabin isn't the most spacious for a car of this size, but three adults could squeeze

in together for a reasonable journey.

Honda hasn't issued any boot capacity figures. Engineers say you can fit three sets of golf clubs in there, and that's probably true. However, sliding a wider, flatter suitcase over the top of the step in the boot floor could prove more of a challenge.

The FCV really is a step towards the mass production of fuel cell cars, and Honda knows it has to prove that its technology is every bit as worthy of general public use as a Mirai or Hyundai's ix35. Pricing could be another matter – and that's before you decide whether the fledgling infrastructure is enough to support any journey you may want to tackle.

However, it's early days for fuel cell vehicles, and with the Mirai and this FCV Clarity, it really does seem like a generational leap is being made.

JOHN MCILROY

HONDA FCV CLARITY

Refined cruiser with everyday usability; pricing and limited infrastructure count against it



Price	£42,000 (est)
Occupants	5
Range per full tank	435 miles (approx)
H₂ refuelling time	3min (approx)
Max fuel cell output	Over 100kW
Max motor output	130kW
Fuel stack output density	3.1kW/L ³
Max H₂ tank pressure	700bar
Energy storage method	Lithium ion battery



You get a mix of high-tech looks and sensible practicality inside; fuel cell stack is small enough to be located beneath the bonnet

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Audi S8 Plus

28.10.15, Frankfurt Hot luxury saloon is cranked up to 597bhp to outpace a Mercedes-AMG S63

We once described the standard Audi S8's potency as inhabiting the realms of lunacy, because, with 513bhp, it's no sloth. However, that wasn't enough for the engineers at Ingolstadt, so they've produced this uprated Plus version with 597bhp and 516lb ft of torque, or 553lb ft on overboost. Capable of hitting 62mph from rest in just 3.8sec, the S8 Plus can now lay claim to the title of fastest-accelerating limo you can buy.

The upgrades have been achieved by remapping the engine to increase boost pressure and stretching the rev limiter by 200rpm. To handle the extra stress, the internals have been beefed up and stronger head gaskets and modified exhaust valves fitted.

Fundamentally, the drivetrain remains the same. The engine's mighty output is distributed to all four wheels through an eight-speed automatic gearbox. From there, and under normal circumstances, a central differential sends 40% of the drive to the front axle and 60% to the

rear, where it's divided once more by an electronic limited-slip diff. If needs be, up to 100% of the drive can go to the rear wheels.

Since the standard S8 has been known to cook its brakes when driven hard, we'd opt for the Dynamic Pack. This includes fade-resisting 19in carbon-ceramic brake discs and swaps the 155mph limiter for one that pegs things at 189mph instead.

The S8 Plus serves up brutal acceleration accompanied by a gloriously deep baritone rumble from its quad tailpipes, which, for car spotters, are painted black instead of the standard S8's chrome.

Audi engineers say the S8 Plus should crack 200mph with no limiter and they've only governed it because of the tyres (or to spare the blushes of the Bentley Flying Spur?). Judging by the phenomenal rate at which the S8 Plus keeps pulling, even when it's already at very high speeds on a derestricted autobahn, there's no reason to doubt his claim.

In such situations, Dynamic

mode works best. It stiffens the suspension and helps to keep the big Audi planted, even as you motor past trundling HGVs. It also weights up the 'dynamic' steering, which otherwise feels a bit insubstantial.

Our test route didn't take in many twisty roads, but preliminary analysis indicates that, for its size, the S8 is pretty wieldy. Traction is epic and it manages to resist rolling too much on its uprated air springs, even when you pile on more cornering speeds and lateral forces.

However, all of this agility isn't at the expense of the S8's primary function – namely, being a cossetting chariot for the well heeled. Yes, there are smoother-riding rivals, but switch to the softer Comfort mode and the S8 floats along without much fuss, even on the standard 21in rims.

Whether it's because of the trick noise-cancelling software, or layers of old-school sound deadening, but road and wind noise are never startling, even at three-figure speeds.

If you've had a particularly

stressful day, you can ensconce yourself in the big, quilted leather seats, with their contrasting red piping and stitching. You may choose to unwind further with the massage feature or maybe fire up the Bang & Olufsen stereo, both of which are on the options list. Whatever your pleasure, you'll enjoy one of the most solidly built interiors money can buy.

You may think this car is pointless and just a bit bonkers, but it made me smile – a lot. If you're in the fortunate position of being able to afford one, then go ahead and buy it. Don't balk at the £16,000 premium over the standard S8. Next to the pricier and slower Mercedes-AMG S63, the S8 Plus is a bargain.

JOHN HOWELL

AUDI S8 PLUS

The fastest limo in town is worth its premium; it's brutally quick but cossets you when you want it to



Price	£97,700
Engine	V8, 3993cc, twin-turbo, petrol
Power	597bhp at 6100rpm
Torque	516lb ft at 2500rpm (553lb ft on overboost)
Kerb weight	2065kg
Gearbox	8-spd automatic
0-62mph	3.8sec
Top speed	189mph (with Dynamic Pack)
Economy	28.2mpg (combined)
CO₂/tax band	231g/km, 37%



Cabin is well equipped, remains quiet at speed and feels solid; traction is excellent and the car gains pace with eye-opening vigour

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Cadillac CTS-V

29.10.15, Germany Thoroughly engineered super-saloon guns for BMW M5 with trigger-happy V8

This is the most powerful production Cadillac to date. It packs a 640bhp supercharged V8, is claimed to be capable of 0-62mph in 3.7sec and can knock on the door of 200mph.

Cadillac has done more than just shoehorn a stonking engine into an unassuming saloon and leave it at that, though. Compared with the standard CTS, the CTS-V benefits from a significant reworking.

Performance-focused upgrades include a stiffer structure, wider front and rear tracks, recalibrated steering, substantial Brembo brakes and bespoke Michelin tyres. An eight-speed, paddle-shift automatic gearbox channels drive to the rear, while an electronically controlled limited-slip differential distributes torque between the wheels.

At a shade over £75,000, the CTS-V faces some stiff competition. For similar money, you could have a BMW M5 or a Mercedes-AMG E63 – and let's not forget that other GM-forged sledgehammer, the £53,000 Vauxhall VXR8 GTS.

Cadillac says the supercharged 6.2-litre V8 in the CTS-V is the most responsive engine it has tested on its dynos, reputedly delivering torque faster than a Ferrari 458 Italia's V8.

It might not be mistaken. Tap the accelerator and the CTS-V snaps forward, its engine bellowing and leaping towards its 6600rpm limiter. Hit 120mph, which takes no time at all, and it'll continue accelerating at a seemingly relentless rate.

The eight-speed automatic isn't as quick to shift as European offerings, particularly when directed via the wheel-mounted paddles, but it rarely annoys. Putting the power down is no chore, either, with the LSD, wideMichelins and electronically adjustable Magnetic Ride Control suspension delivering plenty of traction when you want it.

Your enjoyment won't completely cease the first time you strike a corner, either. With the drive mode selector in Track or Sport settings, the big Cadillac's steering is fast and accurate, while roll is minimal. The CTS-V's body control isn't as fine

as its rivals, however; it jostles over bumps and cracks. This, and some kickback through the wheel, takes the shine off the Cadillac's high-performance credentials. The car's ride quality isn't bad, but it's certainly stiff as opposed to supple.

Brake response is disappointing. The pedal is wooden and lacks feel, blunting your willingness to attack the road ahead. That said, thanks to the car's muscular rear-drive nature and vocal engine, you don't have to be going fast to have a lot of fun.

The interior still lags behind European offerings, mainly in terms of material quality. It's spacious, comfortable and well equipped, though, and features such as the customisable 12.3in digital instrument panel bring some class.

If you're one of the handful who might consider buying a distinctive, left-hand-drive super-saloon, the CTS-V should be on your shopping list. It's fast, comfortable and turns heads like little else in its class. There's fine engineering here, too, that adds extra depth to its appeal.

Sure, the interior leaves a lot to be desired, particularly alongside the likes of an M5, and the transmission and brakes could be improved. However, the CTS-V is more rewarding than many rivals when driven at sensible speeds. This low-speed involvement and entertainment bolsters its charm. It may not be the most dynamically capable, but its feel-good factor is difficult to beat.

When the CTS-V goes on sale in Europe early next year, you'll be able to order one from Cadillac's sole UK dealership. It'll still be left-hand drive, but it'll be in UK spec and come with a three-year, 60,000-mile warranty. A chain of service points will be established, too, so servicing shouldn't be too problematic.

LEWIS KINGSTON

CADILLAC CTS-V

Supercharged, high-performance Caddy has its flaws, but you'll be having too much fun to care



Price	£75,255
Engine	V8, 6126cc, supercharged, petrol
Power	640bhp at 6400rpm
Torque	631lb ft at 3600rpm
Kerb weight	1950kg
Gearbox	8-spd automatic
0-62mp	3.7sec
Top speed	199mph
Economy	21.7mpg (combined)
CO ₂ /tax band	298g/km, 37%



Large, 12.3in digital instrument panel flatters an otherwise disappointing interior; rear-drive CTS-V shines at sensible speeds





**FAST
FORDS**

LIGHTING THE BLUE TOUCH PAPER

The new Ford Focus RS offers 345bhp and four-wheel drive for £28,940. Will it be another legend? **Matt Saunders** rides shotgun to get some answers



How Ford's trick 4WD system works

TYRONE JOHNSON, vehicle engineering manager of Ford Performance and the man charged with developing the new Ford Focus RS, fires back an instant reply. "My first day on the project, at 8am. I already knew." The question? "How long did it take you to decide the new Focus RS would have all-wheel drive?"

Why such determination? "A couple of things," he explains. "We'd done the Focus RS500, and I didn't want to do the same thing again."

The second reason is even easier to understand: "For me, there have been two ultimate cars. One is the Ford RS200 and the other the Porsche 959. The whole Group B era was just awesome. I wanted to do a proper all-wheel-drive car."

The earlier Escort RS Cosworth was underpinned by an all-wheel-drive chassis derived from the even earlier Sierra Sapphire Cosworth, but no such option was available for its successor, the first-generation Focus RS.

The second generation, and now the third, are based on Ford's C platform, shared with, among others, the Kuga. "Without that, this car could not have been all-wheel drive," says Johnson unequivocally. So, with a floorpan able to accept all-wheel drive available, the main challenge was finding a suitable system.

"We tried the traditional Haldex system but were disappointed with the dynamics," he says. "We needed precise feel and quick reaction, to

This is the view you're likely to see most often of a Focus RS, before it deploys its traction and muscle and disappears

"worked my ass off to make it do that," says the man to my left. 'It' is the hot hatch of the moment, the brand-new Ford Focus RS. And the man talking about it – driving it typically enthusiastically – is David Put, vehicle dynamics specialist of Ford of Europe.

The grinning Belgian has done a big chunk of the dynamic tuning of the new RS, and right now he's flicking the car around the damp curves of the legendary 'Track 7' handling circuit at Ford's Lommel proving ground. It looks like fun – a lot of fun, actually. And even to me in the passenger seat, it's obvious that Put is demonstrating a particular handling trait that stands to distinguish the Ford from its front-drive and four-wheel-drive rivals.

The car is cornering flat and fast, pulling with proper sports car pace down the short straights and sounding all growly and interesting. That much you don't have to be in the driver's seat to tell. But watching Put's measured inputs carefully (which is quite easy to do with smooth, fast, professional drivers like him) you can see – and feel – exactly what he's so chuffed with.

The car's initial handling response and lateral grip levels look every bit as considerable as you'd expect of a proper RS. Put isn't having to do much at all to get the front wheels running towards apex after apex. But it's what happens mid-corner, as he begins to feed power back in, that really surprises. There's a small but perceptible nudge from the outside rear wheel – a friendly little tweak of not just traction but also handling impetus, making the car both speed up and turn in at the same time, just as a thoroughbred rear-driver might. Where other all-paw hatches would be beginning to lose their poise, bothering their ESP and running wide as the transmission sends drive first to the harder-working front wheels, the Focus stays neutral. And then it begins to blend into power-on oversteer, as Put unwinds the steering angle and applies a delicate correction.

Four-wheel-drive hot hatchbacks just don't do that – not in this tester's experience. You can chuck a Volkswagen Golf R or a Mercedes-Benz A45 AMG into a transient slide by unloading the rear axle, but what happens when you come →

This is a four-wheel-drive hot hatch that you can throttle steer like a proper rear-driver



Johnson: "I wanted to do a proper all-wheel-drive car"

Power take-off unit

Electrohydraulic clutch-based PTU on the gearbox is Ford's own proprietary technology, originally developed for the Kuga crossover. Gives the rear axle a 2% 'overspeed' relative to the fronts and can route up to 70% of engine torque rearwards.

Front driveshafts

Not the ones from the Focus ST but instead the heavier-duty alternatives from the torquiest Focus diesels.

Electronic management

Has selectable Normal, Sport, Track and Drift modes, as well as a proper ESC off mode. Monitors steering, throttle, engine revs, power and torque, lateral and longitudinal acceleration, wheel speeds and yaw rate 100 times a second.

Rear differential

Not actually a differential at all, but a simpler pair of gears and a pair of electronically controlled clutch packs. Based on GKN's 'rear axle disconnect' 4x4 system, but with larger clutch plates and more clutch pressure.

Torque vectoring

Ford's Dynamic Torque Vectoring system uses the brakes to apply either short bursts or longer and more gentle braking pressure to an inside wheel to force power to the loaded outside one. Has a key role in Drift mode, forcing drive back to the inside front wheel, resisting understeer.

give the driver a feeling that he's in control of the car all the way, not arriving at 90% of the limit and then going straight into understeer."

A second prototype was built to test a new system designed by GKN Driveline, working via multiple clutch packs instead of a differential. The technology has already appeared in the Range Rover Evoque, aimed at improving driveline efficiency when cruising without diminishing capability. Ford's needs were quite different, though. Yes, the RS would benefit from improved efficiency by reverting to front-wheel drive when cruising, but when the action got hotter, it would need to be robust enough to push the Focus into WRC-style drifts, even on grippy, dry surfaces.

In true Ford RS style, the car has been equipped with a six-speed manual gearbox. "We did things like upgrade the clutches, changed the housing completely to fit the Focus package and increased the clutch pressure levels to increase friction," says Johnson.

The clutch packs do several things. When both are open and transmitting no torque, the car becomes front-wheel drive. When cornering with all-wheel drive active, the inside wheel pack can be allowed to slip to give a differential effect. Apply equal pressure to both clutches and the effect is the same as that given by a conventional limited-slip differential. They can also be used in conjunction with individually applied brakes to 'vector' torque. The system inevitably confers a weight penalty over front-wheel drive, but Johnson won't say how much, only that "it does add some weight, but not as much as originally expected. We're not talking dozens of kilos here."

JESSE CROSSE



Focus RS shares its platform with, among other vehicles, the Kuga, which enabled the fitment of four-wheel drive



Turbo 2.3 four has 347lb ft on overboost and 345bhp



Test rigs help validate the durability of the 4WD set-up



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Extra gauges include one showing turbo boost, and along the short straights of this proving ground, the Focus RS makes full use of its twin-scroll unit; 0-62mph is put at 4.7sec



The emphasis was on delivering the car to market for an outstanding price as much as anything

◀ back onto the pedal tends to be all very boring and predictable. This – it would seem from the passenger seat and judging by both the satisfied smile on the driver's face and what the seat of my pants is telling me – is a four-wheel-drive performance hatch that you can accelerate into a powerslide – can throttle steer, in other words, like a proper rear-driver. Praise be.

My need to drive the new Focus RS only gets more urgent after that revelation, but it isn't going to be addressed today. We're here for an advanced passenger-seat preview only and an up-close-and-personal review of the engineering effort that has gone into one of the most eagerly anticipated affordable driver's cars of the past few years. Knowledge of its engineering only gets more appetite-whetting the deeper you forage. Among the earliest things to be announced about this new hot Focus was that it'd have four-wheel drive – just like its 1990s forebear, the Escort Cosworth. That was among the very first decisions taken by the Ford Performance engineering team, and you can read all about the pioneering technology behind the drive system in a separate story on p38-39.

We knew back at the Geneva show in March this year that the four-wheel drive system would have a Drift mode and that it would therefore have to be something inherently more trick than the Haldex-coupled norm. We also knew the RS would develop a formidable-sounding 345bhp.

What wasn't known was that Ford's prototypes weren't quite making that much power back then. The target has been achieved since, of course. But using Ford's 2.3-litre Ecoboost Mustang engine as a basis, it has taken a whole new Cosworth-milled cylinder head and gasket, new cylinder liners, new induction and exhaust systems, a completely new twin-scroll turbocharger and the largest radiator that could be squeezed into the front of the Focus's engine bay to achieve it.

Ford freely admits that its emphasis was on delivering the car to market for an outstanding price as much as anything – and that some opportunities for saving weight have been passed up. So the car weighs a hefty 1599kg wet, including the EU's mandatory 75kg for driver and luggage. The four-wheel drive system contributes an undisclosed amount of mass compared with front

drive. A dual-clutch automatic gearbox would have brought the 0-62mph sprint down a bit from where it currently sits (4.7sec), but would also have added another 30kg on its own – not to mention four figures to the asking price. Besides which, if you option the 19in forged wheels and Michelin Pilot Sport Cup 2 tyres on the car, it's considerably faster-accelerating than the manufacturer's claim.

The four-wheel drive system forced a switch to a different C1 platform rear subframe, which was originally developed some years ago for Volvo. But to deliver the rigidity required to handle the forces put through the rear end of the Focus, it has been braced against the body-in-white in three separate directions on each side.

Above that, the car's body structure itself has also been reinforced. If you could lift the boot lining, you'd see a thick band of steel designed into the sheet metal, running between the rear suspension towers, that Ford has christened a lion's foot. Local torsional stiffness has been increased by as much as 200% in all.

The RS has four drive modes, ranging from Normal at the tame end of the dynamic →



Ford of Europe vehicle dynamics specialist David Put (on left) demonstrates the RS's capabilities to Matt Saunders



It's smaller than an Escort RS Cossie's, but purposeful



Side bolsters of the seats look set to see lots of action

← spectrum to Drift at the wilder end. As Put cycles through them, I can feel the dual-rate Tenneco dampers firming up, the ride having started out firmer than, say, a Golf R's, but entirely possible to live with. It ends up probably too firm for British B-roads but perfect for a smooth, low-kerbed track.

Although the RS runs with more negative camber on its front axle than the Focus ST, and with 30% stiffer springs, its overall ride height is about the same. Its power steering is slightly quicker overall than the ST's, says Put, but they've junked the variable ratio of the ST for a more predictable fixed one.

"With the handling effect of the four-wheel drive system, you just don't need that extra help to get the car turned in," explains Put.

From the passenger seat, it's impossible to be certain about exactly how crisp that turn-in really is and how much adjusting of the RS's cornering line can be done with your right foot – but it certainly seems to change quite a lot from mode to mode. In Track mode, Put is using no corrective lock at all, but he's also not afraid to open the taps

on the engine's overboosted 347lb ft of torque long before he has taken the lateral cornering load out of the tyres – and he doesn't seem to be contending with any limiting understeer at all. Later, back in Drift mode, he shows the potential for prolonged powerslides around the consistent radius of a steering pad. It's quite something to experience – not quite donut after lock-stop-hitting donut but equally, I suspect, something much more akin to the controllability and rear-drive feeling you get from an Audi R8 than an RS3.

The impression in my head as I climb out of the car is one of what, I'm confident enough to predict, must be a remarkable-handling and involving hot hatch, one of Ford's greatest yet. That, and the outline of five digits and a symbol, lingering like the halo of a bright light scorched onto your retinas: £28,940. Less than a Honda Civic Type R, less than a Golf R, less than a BMW M135i – all of them far less powerful and, on this very limited experience, less dynamically talented. It's 1600 confirmed UK orders and counting, folks. Let the stampede commence. **A**

Ford Focus RS	
Price	£28,940
0-62mph	4.7sec
Top speed	165mph
Economy	36.7mpg (combined)
CO ₂ emissions	175g/km
Kerb weight	1599kg
Engine layout	4 cyls, 2261cc, turbo, petrol
Power	345bhp at 6000rpm
Torque	325lb ft at 2000-4500rpm (347lb ft on overboost)
Gearbox	6-spd manual



Later, in Drift mode, Put shows the potential for prolonged powerslides on a steering pad



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FORMER GLORIES

Before the latest Focus RS came two cars of serious calibre that went about their craft in very different ways. **Matt Prior** torque steers down memory lane

PHOTOGRAPHY LUC LACEY



Imagine the luxury. Pre-‘One Ford’, before the age of austerity, imagine being in a position to not only develop a hatchback just for Europe but also decide that, when you want a hot version of it, you’ll pull it away from the production line for finishing, in expensive fashion.

Thus was the 2002 Mk1 Ford Focus RS: unique bodywork, a limited-slip differential, carbonfibre added to the interior and a tasty turbocharged engine. Someone signed off the prospect of building 4501 of them and selling them at the remarkably low price of £19,995, which seems too good to be true now. For Ford’s



Mk1 RS (left) cost £19,995 and 4501 were made; Mk2 hit 8000 units and was £26,995

bottom line, it was quite bad, but it did revive the RS brand to considerable effect.

The Mk1 Focus RS wasn’t universally loved at launch, though. Some thought its uncompromising nature – and it was uncompromising – harmed it as a driver’s car. I remember driving one on the Cat and Fiddle road at its launch and, mid-hairpin, applying more power. The Quaife limited-slip diff would hook up and pull the front wheels *into* the corner – a remarkably unusual thing for a front-driver. There was more torque steer than in practically anything but a front-wheel-drive racing car, ➔

**FAST
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Mk1 RS is the lighter and rawer of the two; Mk2 has far more muscle and sophistication

← and it didn't please everyone. Not just the accountants were miffed.

It was no surprise, then, that when the Mk2 Focus RS came around in 2009, things were a bit different. Ford wanted to make 8000 of them over two years and, crucially, make some money out of them. More than 4000 came to the UK alone, priced from at least £26,995, so it made money, despite the fact that it felt fairly well removed from the standard Focus. Mechanically, it wasn't, though – not by as much as the first one, at least. Sure, it had fattened arches and a limited-slip diff, but it rolled down the same production line as the regular Focus, which makes a huge difference to the production cost.

That meant Ford could afford to be a little liberal with some of the hardware, so it gave the RS RevoKnuckle suspension on the front struts, to cut the torque steer that would come with 301bhp and 325lb ft.

RevoKnuckle is a different name for a similar system that Renault and Vauxhall use and it's worth going over it again. In a normal strut, the whole shebang pivots around the spring strut itself. Which is fine but, when you consider how much torque steer the 212bhp, 229lb ft Mk1 Focus

gave you, you can imagine what the Mk2 would be like.

Without a limited-slip diff, some full-throttle energy just scrabbles away into the ground. With an LSD, though, both tyres are hunting for grip and finding it, tugging the steering this way and that while they're doing it. That's where a RevoKnuckle/dual-axis strut comes in. It's an extra knuckle, closer to the wheel's centre line than the strut, about which the wheel pivots instead of at the strut. That reduces the radius about which the wheel rotates and, in turn, reduces the amount of force the wheel can exert on the steering. It sounds more complicated than it is; the shortened distance is like pushing near the hinge of a door rather than at the handle. The same force moves the door less.

It still moves it a bit, so the Mk2 torque steered, but that wasn't the worst of it. We ran one for 12 months and about 15,000 miles, during which it got through three sets of front tyres. We gave it the beans quite a lot, I suppose. But still, that was the disadvantage of the amount of power and torque it had to deliver. But what a powerplant it had to deliver it.

The first two RSs reflect the state



	Focus RS Mk1	Focus RS Mk2
Dates produced	2002-2003	2009-2010
Price new	£19,995	£26,995
Top speed	143mph	163mph
0-62mph	5.9sec	5.7sec
Economy	27.9mpg (combined)	30.0mpg (combined)
CO₂ emissions	237g/km	225g/km
Kerb weight	1278kg	1467kg
Engine layout	4 cyls in line, 1988cc, turbo, petrol	5 cyls in line, 2522cc, turbo, petrol
Power	212bhp at 5500rpm	301bhp at 6500rpm
Torque	229lb ft at 3500rpm	325lb ft at 2250-4500rpm
Gearbox	5-spd manual	6-spd manual





Used buying guide:
RS Fords from £5k p74

of the automotive business at the time. The early 2000s were freer, so a halo model could afford to have a holed business case. The second RS couldn't, but it did take advantage of the fact that until 2009 Ford had owned Volvo, whose 2.5-litre five-cylinder engine the ST and RS had developed. And it was a humdinger.

Today's One Ford RS will reflect today's car market, too. It'll be sold everywhere and get by with a 2.3-litre four-cylinder engine. But because global ambitions mean Ford has a platform that can accept four-wheel drive, its engineers figure it might as well use it. So no five-pot, no trick front suspension, but four-wheel drive. Swings and, indeed, roundabouts.

The imminent arrival of the new car was also a good enough reason to wheel out the old stagers and see how they stack up today.

When it comes to the Mk1, I can understand those who thought it was too much – that it tugged too much, was too unruly – but I'm willing to forgive it everything today, because now it feels rare and unusual. And where it engaged then, it still does now. The ride is firm, the responses brutal. There's a touch of turbo lag, it has a deliberate five-speed 'box and it bruises its way down the road. It was

like nothing else available at the time, which helps to cement its place as a classic car now.

The Mk1 is not a car you'd wilfully hop into at the end of a long working day and drive three hours home in the pouring rain, yet the Mk2 RS is just that sort of big-hearted car. It rides well, it has big, comfortable seats and, yeah, although the interior is feeling its age a bit, it has all the right luxuries and will hold a cosy inside temperature and a clear windscreen and settle into a refined cruise.

Don't think that it isn't a sporting hatch at heart, though. Thanks to its trick suspension and better tyres, it feels almost as agile as the first car and is better behaved. It'll still tuck its nose in if you lift on the way into a corner and unsettle the rear, and it will find more traction than you'd credit, given the power. It feels far more than an 'ST Plus' – Ford's lesser-powered hot hatch also used the 2.5 turbo, remember – but the intrinsic Focus character is intact, just as it was the first time around. The RS just enhanced it, muscled it, added serious ground-covering pace and engagement to traditional (by which I mean good) Ford dynamics. Another one of those and we'll have yet another future classic on our hands. **A**



Mk1's lairier nature is reflected in its cabin trim; a firm grip is required on the wheel



Mk2's extra comfort, refinement and luxuries make it an easier car to live with

HOT OFF THE PRESS

The newly arrived 308 GTi aims to make Peugeot once more the headline act on the hot hatch stage. The Ford Focus ST, the current driver's favourite, stands in its way. **Nic Cackett** picks the winner

PHOTOGRAPHY STAN PAPIOR



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F10 530D » 305 BHP
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123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
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Consider this. In 1975, the Volkswagen Golf GTi developed 110bhp. In 2012, the latest Golf GTi was launched with 220bhp. Granted, the doubling of its output hasn't occurred at quite the same breakneck clip as Moore's law, which dictates a twofold increase in microchip performance every two years or so, but it is significant – not least because it's now a recurring theme in the hot hatch genre.

In 1987, the Peugeot 309 GTi developed 127bhp from its 1.9-litre petrol engine. Cut to 2015 and the new 308 GTi, its maker's latest attempt to re-enter the credible end of the segment, produces 266bhp from an even smaller four-pot unit. With the introduction of its latest Mountune kit, the Ford Focus ST we've chosen to test it against develops 271bhp. That's a massive 166bhp more than the Escort XR3i that Ford was punting to buyers in 1982 and almost 100bhp more than the Focus ST170 it produced in 2002.

Stand back from that inexorable rise to consider it for a moment and the naked grunt being dangled before us by mainstream manufacturers is ridiculously substantial. The original 2.7-litre-engined Porsche Cayman, introduced only eight years ago, produced less power – and substantially less torque – than either the 308 or the Focus. And don't forget, neither is outrageously expensive, nor intended to live at the top of the range (an R and RS version respectively waiting in the wings). Both, instead, are still meant to do what the 309 and XR3i were built for in the 1980s – namely, stick it to the copper-bottomed reputation of the Golf GTi.

Thus, their snowballing total outputs are considered an imperative in the hot hatch arms race. The forthcoming Golf GTi Clubsport (a car for now quietly pushed under the rug by Volkswagen) will have 261bhp at all times and 287bhp available for short bursts. The Seat Leon Cupra is already destined to get 286bhp. Scandalised though it may be elsewhere, that won't prevent the mighty VW Aktiengesellschaft rumbling over rivals in this segment, where CO₂ emissions and range count for much less.

Peugeot has hardly made a secret of its →



Ford gives its hot hatch the required sports seats, brightwork and extra gauges, but material quality is lacklustre



Peugeot injects the GTi's cabin with go-faster telltales and upmarket ambience, but the steering wheel is too small



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ST stands for 'Sports Technologies' but also spells fun

When the 308 GTI's engine comes on boost, the high-rev surge seems almost frenetic



Quicker line through a corner is the one the 308 takes



At last, Peugeot has another GTI to rival the class best



ST's turbo 2.0 has strong, linear urge and sounds good

◀ intention to beat the Golf at its own game. The 308 GTI may be capable of 0-62mph in 6.0sec, but the manufacturer has balanced hard facts with cuddlier subjective terms. 'Usability', 'comfort' and 'subtlety' – in other words, the mortar that binds its rival's reputation together – have all been stressed in the build-up.

The exterior, then, even on extravagant alloy wheels, is rather subdued. So much so that early on the first day, oop'top moor, photographer Stan initially fails to distinguish the GTI from a stock 308 while snapping at a corner. "I didn't see you!" the aging maestro proclaims. Well, indeed. Save for the core sample-sized twin exhausts and a dip in ride height, you probably wouldn't know. The ST, familiar enough by now, is prettier because the Focus is prettier, and more noticeable because Ford hasn't yet built the hot hatch from which it couldn't launch a protuberant roof spoiler.

As ever, the innards are mostly better dressed carry-overs from the cooking model. Seats typically distinguish hot hatches, and each car here deploys two steroidal armchairs that offer the kind of lateral support you'd expect from a good beanbag. The ST gets loopy worry dials atop its dashboard (tick). The 308 gets loopy dials period (cross), its hampered instrument cluster hiccup made worse by the GTI's lower driving position. Its rear leg room remains below par, too. Still, the dash is solidly handsome and, in its detailing and sophistication, has much to teach the global (read Yankee) Focus about European cabin panache. Perhaps in return, Ford could show Peugeot the proper proportions for a hot hatch's steering wheel, the GTI's tiny hotel breakfast plate being an issue we're about to get onto.

Underneath, both owe their Cayman-baiting

power to the bluster of turbochargers, mounted to differently sized four-cylinder petrol engines. Neither is unfamiliar. Peugeot's twin-scroll blower is mated to the latest all-singing iteration of the decade-old 1.6-litre Prince unit, good for 243lb ft from 1900rpm. With a bigger intercooler and new engine map, the ST trumps that, its 2.0-litre Ecoboost motor now generating as much as 295lb ft on temporary overboost. That's more than you get from an all-wheel-drive Golf R. Mountune's tinkering doesn't get you a mechanical limited-slip diff, either, the Focus continuing to rely on its various electronic aids for traction. Oddly, since handing over its hot hatches to the motorsport department to tune, Peugeot has developed a new-found respect for the usefulness of a bit of torque-sensing hardware between the front wheels. Thus, the GTI gets the same limited-slip diff as previously fitted to the RCZ R.

The Ecoboost is an easy engine to like. Not least because, from a centre-mounted exhaust, it drawls like John Wayne at Iwo Jima. Because there's a five-pot in its recent past, buyers have come to expect a little burble from their ST and (much like watching the Duke) it hardly matters now that it's mostly synthesised – particularly as the noise is accompanied by great sinewy gobbets of prolonged shove. Given the superabundance of twist at half mast, the experience is predominantly a linear one but never seems tepid or one-trick. The torque finds its way into the steering feel, no doubt – Ford's RevoKnuckle seems a distant memory these days – but there's so much viscous resistance around the straight-ahead that the effect is stifled and mostly edgeless.

Instead, the lingering source of disgruntlement is the ST's unexpectedly spiky ride quality. This →

	1 Ford Focus ST-3 Mountune	2 Peugeot 308 GTi 270
RATING	★★★★☆	★★★★☆
Price	£27,490	£28,155
0-62mph	6.5sec	6.0sec
Top speed	154mph	155mph
Economy	41.5mpg (combined)	47.0mpg (combined)
CO₂ emissions	159/km	139/km
Kerb weight	1437kg	1205kg
Engine layout	4 cyls, 2000cc, turbo, petrol	4 cyls, 1598cc turbo, petrol
Installation	Front, transverse, FWD	Front, transverse, FWD
Power	271bhp at 5500rpm	266bhp at 6000rpm
Torque	295lb ft at 2750rpm	243lb ft at 1900rpm
Power to weight	188bhp per tonne	220bhp per tonne
Specific output	135bhp per litre	166bhp per litre
Gearbox	6-spd manual	6-spd manual
Length	4362mm	4253mm
Width	1823mm	1804mm
Height	1471mm	1446mm
Wheelbase	2648mm	2617mm
Fuel tank	62 litres	53 litres
Range	566 miles	548 miles
Boot	316 litres	470 litres
Front suspension	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar
Rear suspension	Control blade, coil springs, anti-roll bar	Torsion beam, coil springs, anti-roll bar
Brakes	320mm ventilated discs (f), 271mm ventilated discs (r)	380mm ventilated discs (f), 268mm solid discs (r)
Wheels	19in, alloy	19in, alloy
Tyres	235/35 R19, Michelin Pilot Sport 3	235/35 R19, Michelin Super Sport



← has nothing to do with the £1195 Mountune pack. It's a symptom of the recent facelift and Ford's decision to get a little more uncompromising with the chassis's spring rates and bushes. Back to back, there's probably a modest improvement in the model's agility, but not to the extent where you'd forgive it for getting all prickly when the going gets British. Like the filler in a Fleetwood Mac album, however, it doesn't substantially detract from the warmly likeable, glossy whole. Response to the clay-like steering feel is always prompt and deft, with its purposeful change of direction neatly complementing a meaty, fat-footed sense of grip. The Ecoboost's delivery feeds into this big-shouldered presence, giving the ST's apparently easy-wrought polish just the right amount (namely, quite a lot) of deeply thrummy punch.

It's difficult to tap into the 308 GTi in a way that could be described as satisfying. Compared with the Focus's lusty heft, the Peugeot's steering seems extremely light and, because of the child-sized wheel, it's incredibly easy to over-egg or undercook with erroneous inputs. It is an inconsistent thing to shift off the line, the accelerator being about as resistant as a feather pillow (yet ultra-responsive with it) and mismatched to a clutch pedal endowed with way more travel than is surely necessary. The gearbox throw is needlessly long, too, and second engages with all the grace of a toddler hammering a square peg into a round hole.

There's more. Although the ST certainly

Given more space, you'd almost certainly find the Focus's rear axle more playful than the 308's

doesn't ride spectacularly well, the car is cleverly deadened for sound. You tend to feel isolated despite jolts to your jowls and glutes. The 308, as promised, is much better playing sponge to the Peak District's haphazard topography on its more receptive dampers. Yet its low-speed compliance is a little undone by the car's flimsy attitude to noise suppression and the front axle's excitable, scrabbling attempts to transmit its climaxing twist. Consequently, while the GTi is probably no more susceptible to the vagaries of torque steer than the Focus, it often seems as though it is because the uncanny tremor at the steering through the first three gears makes its electric resistance seem even more ephemeral than to begin with.

So, for a good while – about half a day in my case – you end up lurching discontentedly about the place, turning the steering too much or not

enough, perpetually stuck somewhere between appreciating the ride and cursing its inability to keep the wheels firmly in check while nailing it. Which you do all the time because, no doubt about it, the 308 is fast. We'll break out the V-Box timing gear soon enough, I'm sure, but I'd be surprised if it's not a long nose in front of the ST – and head and shoulders brisker than a conventional Golf GTI.

The reason for this is twofold. Peugeot's smaller, whinier lump may be nowhere near as sonically pleasing as Ford's but it is quicker to spin up, and when it comes on boost, the high-rev surge seems almost frenetic after the ST's more measured build-up of crank speed. Its shove is all the more forceful because the 308 is so much lighter than the Focus – by as much as 200kg, if the spec sheets are to be believed. A mounting appreciation of that difference is the key to unlocking the GTi's appeal.



Although heavier, the ST is the more rewarding in corners

Make your peace with the steering and the finer points of the 308's wider, stiffer front axle are readily apparent. The turn-in is superior to the Ford's – flatter and sharper to the apex, and thanks, of course, to its Torsen diff, far keener to have you through it and back on the power. Under duress in fast corners, the quicker line is always the 308's, the portly ST unable to resist lumbering toward the verge at the same pace. With more space than is ever available in the Peak District, you'd almost certainly find the ST's rear axle the more playful (the Focus remains the doyen of the wet roundabout), but a big lift still causes the GTi's back end to pucker with more than enough balance to keep you interested.

Is it all enough to pip the ST at the finishing post? By the time I pull onto my driveway, the Peaks 250 miles behind, it very nearly is. The 308 would be cheaper to run, quicker over most ground, nicer inside and more comfortable. Nevertheless, for all the Ford's drawbacks – and the 308 eventually does a good job of highlighting most of them – the ST sports the look, noise, better-tuned control surfaces and flagrant barrel chest I tend to value in a household hot hatch. The Peugeot's lightness and outright speed, though, put it in good stead. If I wouldn't have it over the Focus, would I have it over a standard Golf GTi? A car with less power, less purpose and the same price tag? I think maybe I would. And that, from Peugeot's point of view, is the ultimate compliment. **A**

Audi A4

All-new saloon zeroes in on efficiency, technology and quality

MODEL TESTED 2.0 TDI 190 S line S tronic

Price £34,030 ● Power 187bhp ● Torque 295lb ft ● 0-60mph 8.4sec ● 30-70mph in fourth 8.3sec

● Fuel economy 44.8mpg ● CO₂ emissions 113g/km ● 70-0mph 52.4m

If you require a long introduction to the A4, please return this magazine to the dentist's pile and pick another to while away the wait. Something about golf, perhaps – although if you're partial to 18 holes, you'll probably be familiar with Audi's best-selling product. The A4 saloon, the estate-shaped Avant and the rebadged A5 coupé are virtually omnipresent in the car parks of the nation's clubhouses. The model, specifically the saloon, has not only been the firm's mainstay for more than four decades but is also one of the primary reasons why Audi has managed to force its way into a buyer

WE LIKE Competitive performance ■ Mechanical refinement ■ Perceived quality ■ Infotainment tech



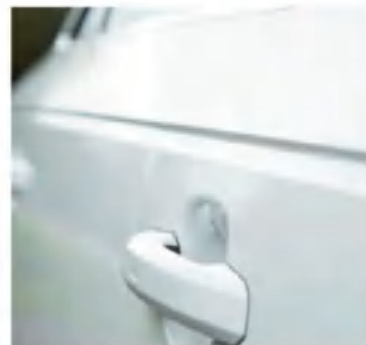
● Headlights' 'serrated' lower edges and arrowhead daytime running lights are both distinctive. Dipped beam, says Audi, is designed to look like an eye.



● Lower, wider and somewhat more chunky-looking than before, this new single-frame grille represents an otherwise formal-looking car's best attempt at boldness.



● Biggest wheels on the A4 are 19in and 8.5in wide, offered only as part of S line trim. Adaptive sports suspension would have lowered the ride height even more.



● Audi's 'tornado' shoulder line, the company argues, is one of its more recognisable styling features. It's actually quite deeply recessed in the A4, for not-so-dramatic effect.

reckoning that previously included only BMW and Mercedes-Benz.

Its family name has changed since then. It was originally the Audi 80, a car that moved through four generations (each of them a showcase for the innovations that would later become common traits of the four rings) before it was superseded by the A4 in the mid-1990s. The brand didn't need all of the second two decades to shift five million examples.

Its huge success and instant familiarity have meant that Audi doesn't strain itself in straying far from the script. As you'll have



Predecessor to the Audi A4 was the 80

probably noticed, the new, fifth-generation model pictured is a dead ringer for its predecessor, and the claims made for it – an increase in size, dynamism, efficiency, luxuriousness and technology –

were all trumpeted the previous time around, too.

However, that does not make them insignificant. Much like Volkswagen's approach to the Golf (software code notwithstanding), Audi tends to be incredibly diligent with its endless strategy of improvement – and, as we are about to find out, there is a tremendous amount going on beneath the skin, not least the kind of weight loss that might just make good the engineers' long-standing promise to make the A4 more compelling to drive. Either way, the car will sell big. Find out over these eight pages if it deserves to.

DESIGN AND ENGINEERING



Audi has conformed spectacularly to national stereotype with the new A4, giving us aerodynamic and material efficiency to the envy of all of its German compatriot manufacturers.

Using its new MLB Evo platform, it has switched to hybrid aluminium and steel construction and downsized engines in places, making certain versions 120kg lighter on kerb weight than their predecessors.

The weight hasn't only come out →

WE DON'T LIKE Noisy, reactive ride ■ Inert handling ■ Unexceptional real-world economy



● This is the lowest roofline of any compact executive. Ratio of glazed area to metalwork underneath – one-third to two-thirds – is an Audi trademark, says the maker.



● There are 48 individual LEDs in each tail-light (LED units being a feature of S line specification). Outward-sweeping 'dynamic' indicators are also standard on S line cars.



● Bootlid is very subtly kicked upwards towards its trailing edge, almost too gently to be called a spoiler. It contributes to a drag coefficient as low as 0.23.



● Two pipes on a TDI mean it's a 187bhp version and one signifies a 148bhp car. Headline petrol and V6 diesel cars have twin pipes on either side of the diffuser.



● Layered hierarchy of materials is disciplined. Brushed aluminium encircles you at chest height, with glossier chrome immediately above.



● Three-zone 'deluxe' climate control is standard on S line cars. Oversized temperature knobs with temperature readouts look smart.



● Aircraft-style selector for the automatic gearbox is becoming another Audi cabin trope, after inclusion in the Q7. It looks and feels great.



MULTIMEDIA SYSTEM

Our test car had Audi's top-level infotainment systems fitted: MMI Navigation Plus with a free-standing 8.3in central screen; MMI Touch, which turns the top of the MMI controller knob into a touch-sensitive pad; the configurable LCD instruments of Virtual Cockpit and a colour head-up display. Having all of them means spending £2600 on options packs – and a premium stereo would be a further addition – but it's well worth the outlay if you can afford it. Having so much screen real estate to display navigation and entertainment info is a boon, and it's

all presented at very crisp resolution and very responsively indeed thanks to plenty of Nvidia graphical processing power.

MMI Navigation Plus brings with it 10GB of flash music storage and a 4G wireless hotspot that'll support up to eight devices, with three years of mobile data subscription. Audi's MMI Connect also does smartphone mirroring for both Apple and Android-based operating systems, and the optional Audi Phone Box system does wireless charging via the Qi standard, which can be made compatible with most popular phones via a case.

← of the body-in-white. A relentless programme of weight saving has shed it throughout the car, from wiring to seats to suspension to steering. The upshot is that the new entry-level 1.4-litre turbocharged petrol model is just 1320kg dry. Plenty of examples of the original A4, launched more than two decades ago, weighed more. An equally unflinching focus on aerodynamics puts some A4 models at a drag coefficient of just 0.23.

Seven engines are on offer from launch, not counting the S and RS versions that will follow – and only the most powerful options, on both petrol and diesel sides, need emit more than 120g/km of CO₂. Among the headline inclusions are a 99g/km, 148bhp 2.0 TDI Ultra to lure in the fleet faithful, a high-compression 187bhp 2.0 TFSI petrol unit with CO₂ emissions as low as 116g/km, and a 215bhp 3.0 TDI V6 that is claimed by Audi to be the world's most efficient six-cylinder passenger car engine, emitting as little as 109g/km, consuming fuel at a combined 67.3mpg and capable of propelling the A4 from 0-62mph in less than seven seconds.

Suspension is via aluminium-rich multi-link arrangements front and rear, chosen to allow softer

bushing against longitudinal forces at the same time as firmer bushing against lateral ones (the same rationale is used by Jaguar for its Integral Link rear end). Audi has also switched to monotube dampers for the A4 and offers four suspension configurations across the full model range: comfort and sport-tuned passive set-ups, as well as separate comfort and sport-biased adaptively damped configurations.

Our test car was a 187bhp 2.0 TDI in S line trim, on which a seven-speed dual-clutch automatic gearbox is standard. It also had passively damped sports suspension and standard-fit passive power steering (variable-ratio dynamic steering is an option). Although it's available with quattro permanent four-wheel drive, we tested it in front-drive form.

INTERIOR

★★★★★

When the previous A4 came along, its interior raised the bar on perceived quality among compact premium saloons, but since then Audi's rivals have had time to respond.

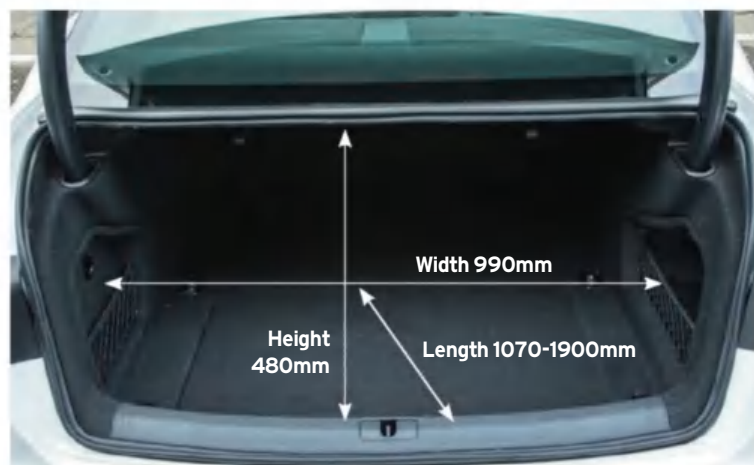
As a result, you wouldn't say the new A4 blows all of its rivals into →



● Driver has lots of available leg room and S line sports seats are widely adjustable and supportive. The classy ambience of the cabin is striking.

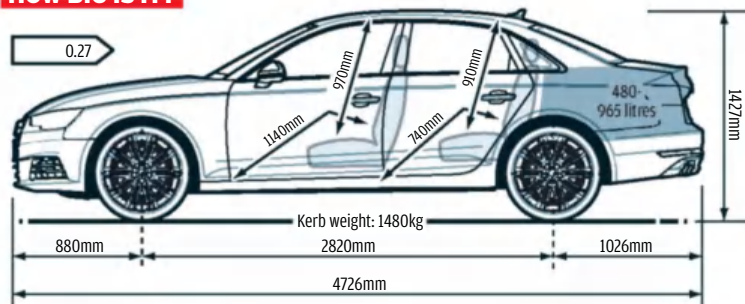


● Leg room for rear-seat occupants is competitive with that of the A4's main rivals, although taller adults might find that head room is a bit tight.



● A4's 480-litre boot is identical in outright size to that of a Mercedes C-Class and BMW 3 Series. Standard 40/20/40 split seatbacks aren't so common.

HOW BIG IS IT?



VISIBILITY

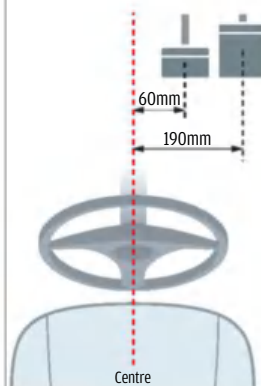
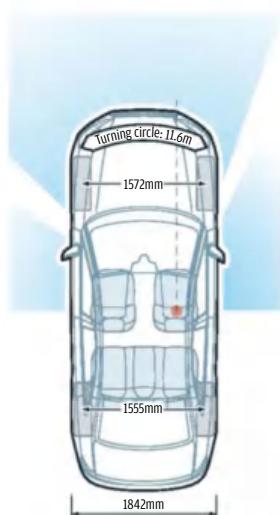
Very typical. The pillars are all modest enough, although the generosity of front seat adjustment can make the B-pillars obstruct your over-the-shoulder view.

HEADLIGHTS

S line cars get LED headlights as standard, with active dip functionality. They're good but not outstanding.

WHEEL AND PEDAL ALIGNMENT

Right-sided offset of pedals may just be wide enough to trouble some, but not most. Manual adjustment on steering column is generous enough.



◀ the weeds on apparent cabin quality in the way that the previous one did. And yet this is undeniably an interior of deeply impressive integrity, masterfully designed and executed to look and feel clean, modern and uncluttered. It's reserved rather than in any way eccentric, and slightly lacking in warmth, maybe, but the quality is outstanding from carpet level upwards.

The car's very minor growth spurts, it's claimed, have made extra room in both rows of seating. According to our tape measure, the back ones offer competitive leg room but slightly disappointing head room for larger adults. The boot, at 480 litres, is identical on claimed size to that of a Mercedes C-Class or BMW 3 Series, and bigger than a Jaguar XE's – and its expandability has been bolstered by the addition of 40/20/40 split-folding rear seatbacks.

Occupant space in the front is good, and so is the driving position. Our S line test car came with comfortable

manually adjusted sports seats with extendable cushions, plenty of base height and angle adjustment and lots of leg room.

As standard, the car is fitted with analogue instruments and a typical trip computer-style central screen, but they can optionally be swapped for the same 12.3in Virtual Cockpit TFT instrument cluster as the one offered in the TT. Unlike in the TT, it can be partnered with a head-up display and a central 7.0in infotainment screen. The flexibility of what information you choose to be displayed in which location gives the A4's driver the ultimate in configurability: two widescreen high-resolution navigations maps displayed simultaneously, for example, in case you want to be guided in bird's-eye and north-up modes at the same time.

Even the most ardent critic of Audi would find it difficult not to be impressed by the technological sophistication of the A4's interior

and the substance and tactile appeal of its fittings, right down to the sculptural indicator stalks.

PERFORMANCE



The A4 has plainly been designed and engineered for high-mileage business users with a healthy disdain for compromise – those who want a car that's as quick to get to outside lane speeds as anything else for the money but is also quiet, smooth, easy to operate and economical with it.

At least in some ways, they'll find what they're looking for here. All A4s get intelligent switchable engine mounts and an acoustic noise-filtering windscreen as standard, and our test example added acoustic glazing for its side and rear windows, too. It was pleasantly mechanically refined, suppressing engine noise very well and ending up a noticeable 2dB quieter than an equivalent

C-Class at both idle and at maximum revs in third gear.

However, cruising at 30mph and 50mph, the Mercedes registered less noise, a difference attributable to the gently rumbling distant coarseness of the Audi's low-profile Hankook tyres, S line 19in alloy wheels and passive sports suspension. On smaller rims and differently tuned chassis settings, the A4 may well deliver the cruising manners many owners will expect, but it evidently won't do so unconditionally.

The 2.0-litre engine is responsive, flexible and fairly free-revving – more impressively so at low revs than high, with the S tronic gearbox shifting up earlier than a BMW 2.0-litre diesel would.

In fact, the manners and quirks of the A4's dual-clutch gearbox define a great deal of its motive character. In regular drive mode, it seems to reach for ever-higher ratios earlier than a torque converter would, boosting fuel economy, you'd expect, but ultimately

TRACK NOTES

The A4 demands very little investment from its driver to take it close to the limit of its handling ability. Its light, sympathetically geared steering ensures a smooth and stable entry to any given corner, and it has good mid-corner stability, although the firm suspension does make the car feel keener to react to steering inputs once it's turned in.

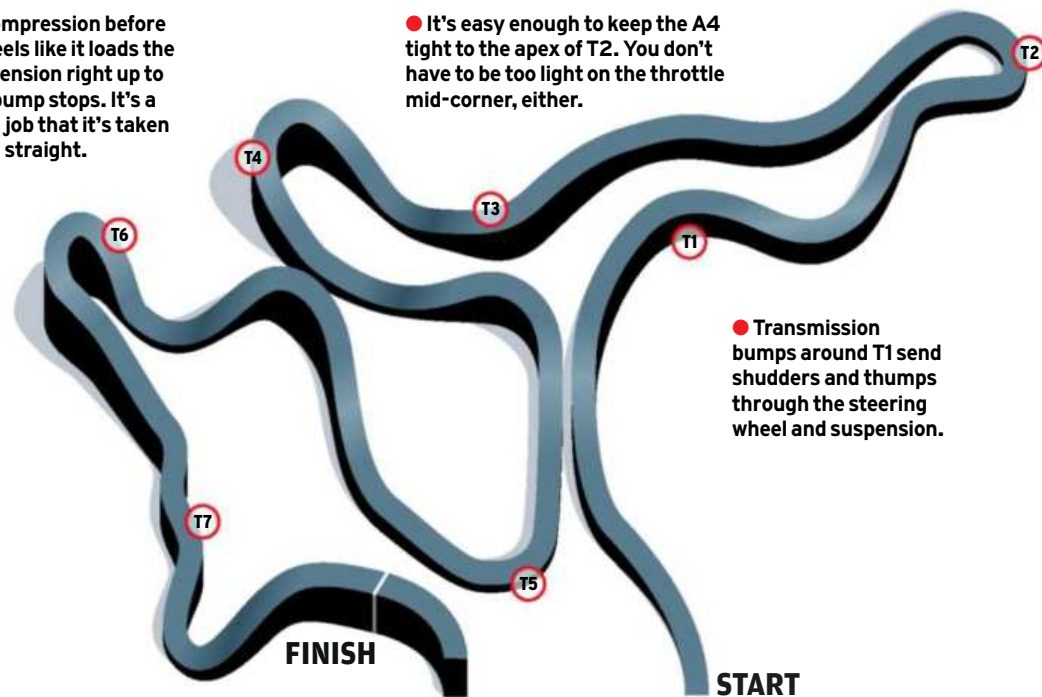
The usual over-assisted Audi brake pedal plays its part to help you down to the most sensible apex speed, and traction is fairly strong on exit, provided the road's surface is smooth. Where it's bumpy, steering kickback and body control can be pronounced enough to set off the electronic stability control and make your onward line untidy.

The car's shortness of suspension travel and lack of progressiveness in its damping make vertical body control a bit crude through hard-charged compressions. Audi's preference for compression rather than rebound damping also allows the body to float quite a lot over crests.

● Compression before T5 feels like it loads the suspension right up to the bump stops. It's a good job that it's taken dead straight.

● It's easy enough to keep the A4 tight to the apex of T2. You don't have to be too light on the throttle mid-corner, either.

● Transmission bumps around T1 send shudders and thumps through the steering wheel and suspension.



ACCELERATION

Audi A4 2.0 TDI 190 S line S tronic (13deg, damp)

Standing quarter mile 16.7sec at 87.4mph, standing km 30.0sec at 111.5mph, 30-70mph 7.3sec, 30-70mph in fourth 8.3sec

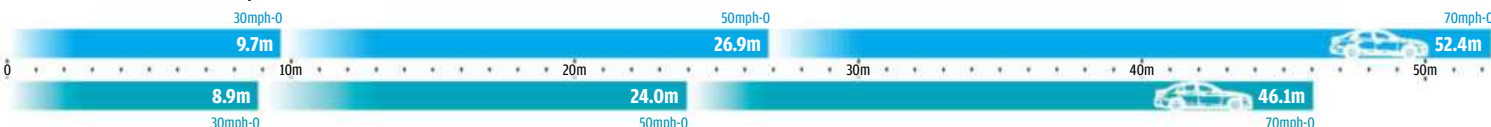


Mercedes-Benz C220 Bluetec AMG Line (2014, 20deg, dry)

Standing quarter mile 16.3sec at 86.7mph, standing km 29.7sec at 110.2mph, 30-70mph 8.1sec, 30-70mph in fourth 10.5sec



BRAKING 60-0mph: 3.09sec



Our test car's spec took the edge off its cruising refinement



It feels firm and closely connected to the road surface. But it doesn't feel at one with that road surface

giving itself more to do in kickdown.

If you're used to the elastic feel of the initial torque multiplication you get with a conventional auto, the S tronic may feel slightly ponderous on step-off and, again, overly keen to shuffle ratios. But in Sport mode, it shifts more decisively and intuitively for overtaking.

It also coasts very effectively to conserve momentum and boost your fuel economy return.

RIDE AND HANDLING

★★★★☆

Most German saloons of the A4's ilk have, for a long time and for obvious reasons, shared a predilection for autobahn-speed stability, often conferred by weighty, slightly inert steering that's gently geared around the dead-ahead. Even in S line trim and with 19in wheels and sports suspension fitted, the new A4 does, too. It feels in many ways like a car tuned to make big speeds effortless and stress-free.

And so, you may argue, it probably should. It'll certainly be a well-judged handling compromise for

the majority of A4 owners. What's disappointing is that the car isn't a more poised, involving thing to drive in what may be assumed to be one of its more enthusiast-targeted specifications. Front drive or otherwise, the car's sports chassis could have been made a deal more agile, incisive and composed without risking too much. Instead, this feels like a firmer, slightly grippier but no better-balanced take on an absolutely predictable Audi driving experience: ever secure but a bit inconsistent and flavourless.

The power steering starts out overly light at low speeds and slow just off centre, doing nothing to hook you in. Pick up speed and the rack finds some weight, but only belatedly, after initial turn-in. It never feels natural or communicative. Lateral grip levels are quite high when you probe deep enough into the handling mix to unearth them, but they're balanced conservatively always to give way at the front wheels first.

The ride is comfortable enough, but as well as being a bit noisy, it's also quite reactive, becoming gently pitching and unsympathetically damped over only averagely

high-frequency intrusions. Even deceleration strips taken at sensible speeds make it jostle. In a simple sense, it feels firm and closely connected to the road surface, just as the Audi marketing department probably wanted it to feel. But it doesn't feel poised or at one with that road surface in any meaningful way.

If anything, the short-travel, restless ride and muted, initially unresponsive steering detract slightly from the sense of stability it engenders at times. A more feelsome and precise wheel and a softer but more absorptive chassis would doubtless make it easier to place the car on typical British roads, although they may not be as well suited to a tightening autobahn exit slipway.

BUYING AND OWNING

★★★★☆

Pull a punch here on tax-defining CO₂ emissions or with what influences residual value and the whole show comes crashing down. But the A4 looks typically impressive on paper, being competitive on price and equipment, and like most of its

rivals, the diesel range is underpinned by a sub-100g/km offering, in saloon format at least. Audi will feel rightly confident that its headline fuel economy figure of 74.3mpg combined – a rival for BMW's most frugal 320d – will put it in good stead on the company car balance sheet.

That is a key goal of the higher-powered diesel model we've tested, too. Buyers have to be somewhat careful, working their way through the small maze of tyre options, the crux being that on 17in wheels the A4 proves marginally superior to the similarly powerful XE at 103g/km and still very impressive at 111g/km on 18s and 113g/km on 19s.

Real-world economy looks promising, with 68.9mpg quoted on the smallest wheels and 65.7mpg at worst. But the A4 struggled to reproduce anything close to either figure in our hands, clocking up a 44.8mpg average for our True MPG testers, whereas we've seen much closer to 50mpg from the 320d. Here, Audi's 19in S line rims were at work, don't forget, taking the edge off cruising efficiency. But we can't help thinking that they shouldn't have taken that much of an edge off. →

AUDI A4 2.0 TDI 190 S LINE S TRONIC

On-the-road price	£34,030
Price as tested	£40,230
Value after 3yrs/36k miles	£15,875
Contract hire pcm	£391.05
Cost per mile	59.8 pence
Insurance/typical quote	na

EQUIPMENT CHECKLIST

Sport suspension	■
Spacesaver spare wheel	■
MMI Navigation multimedia system, 7.0in colour screen, smartphone interface, Audi Connect, DAB radio	■
Front sport seats, part-leather	■
40/20/40 split folding back seats	■
Three-zone climate control	■
LED headlights and tail-lights with 'dynamic' rear indicators	■
Black leather and Alcantara seats	£450
Technology Pack	£1450
Vision Pack	£1150
Assistance Pack	£1400
19in V-spoke alloy wheels	£1200
Storage Pack	£175
Variable head restraints, front seats	£125
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

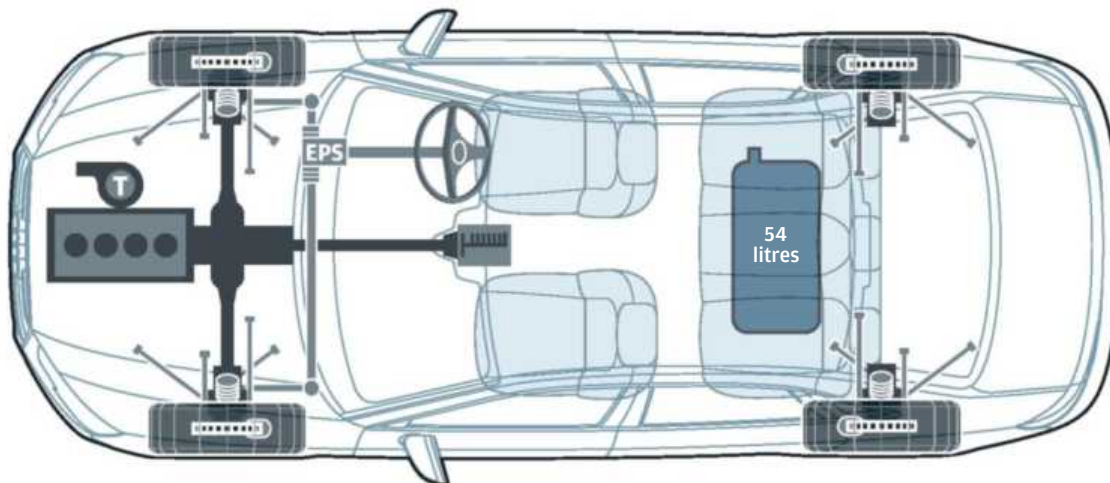
ENGINES	POWER	FROM
1.4 TFSI SE	148bhp	£25,900
2.0 TFSI SE	187bhp	£27,700
2.0 TFSI quattro	249bhp	£35,530
2.0 TDI Ultra SE	148bhp	£29,150
2.0 TDI Sport	187bhp	£31,000
3.0 V6 TDI Sport	215bhp	£34,250
3.0 V6 TDI quattro	268bhp	£38,950

TRANSMISSIONS

7-spd dual-clutch automatic	■
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TECHNICAL LAYOUT

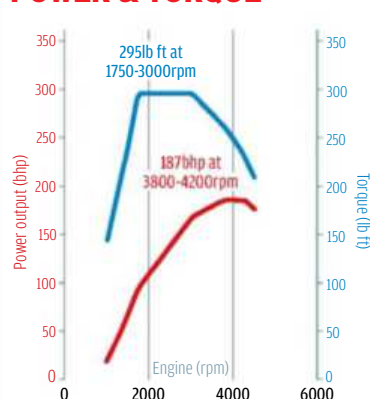
Monocoque is mainly high-strength steel, with aluminium used for the suspension hard points and cross-members. Engine is mounted longitudinally up front, driving either the front or all four wheels. Quattro versions use a proper centre differential, splitting power 40/60% front to rear as standard. Sport rear diff is optional on 3.0 TDI.



ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1968cc, diesel
Made of	Aluminium block and head
Bore/stroke	81.0mm/95.5mm
Compression ratio	15.5:1
Valve gear	4 per cyl
Power	187bhp at 3800-4200rpm
Torque	295lb ft at 1750-3000rpm
Red line	4500rpm
Power to weight	126bhp per tonne
Torque to weight	199lb ft per tonne
Specific output	95bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel/aluminium monocoque
Weight/as tested	1480kg/na
Drag coefficient	0.27
Wheels	8.5Jx19in
Tyres	245/35 R19, Hankook Ventus S1 Evo
Spare	Spacesaver

TRANSMISSION

Type	7-spd dual-clutch automatic
Ratios/mph per 1000rpm	
1st	3.19/5.9
2nd	2.19/8.6
3rd	1.52/12.4
4th	1.06/17.8
5th	0.74/25.6
6th	0.51/37.1
7th	0.39/48.5
Final drive ratio	4.05:1

ECONOMY

TEST (TRUE MPG)	Urban	39.9mpg
	Extra-urban	49.6mpg
	Average	44.8mpg
CLAIMED	Urban	57.6mpg
	Extra-urban	74.3mpg
	Combined	67.3mpg
	Tank size	54 litres
	Test range	532 miles

SUSPENSION

Front	Multi-link, coil springs, passive dampers, anti-roll bar
Rear	Multi-link, coil springs, passive dampers, anti-roll bar

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.9
Turning circle	11.6m

BRAKES

Front	338mm ventilated discs
Rear	300mm ventilated discs
Anti-lock	Standard, with Brake Assist

CABIN NOISE

Idle	42dB
Max rpm in 3rd gear	68dB
30mph	60dB
50mph	64dB
70mph	67dB

SAFETY

ABS, EBD, EDL, ASR, ESC	
EuroNCAP crash rating	Not tested

EMISSIONS & TAX

CO₂ emissions	113g/km
Tax at 20/40% pcm	£113/£227

ACCELERATION

MPH	TIME (sec)
0-30	3.5
0-40	4.8
0-50	6.3
0-60	8.4
0-70	10.8
0-80	14.0
0-90	17.7
0-100	22.2
0-110	28.6
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th	7th
20-40	2.3	3.0	5.7	-	-	-
30-50	-	2.9	3.9	8.1	-	-
40-60	-	-	4.0	5.9	18.3	-
50-70	-	-	4.4	6.0	11.2	-
60-80	-	-	5.5	6.4	10.3	25.9
70-90	-	-	-	7.1	11.3	-
80-100	-	-	-	8.4	-	-
90-110	-	-	-	11.1	-	-
100-120	-	-	-	-	-	-
110-130	-	-	-	-	-	-
120-140	-	-	-	-	-	-
130-150	-	-	-	-	-	-
140-160	-	-	-	-	-	-

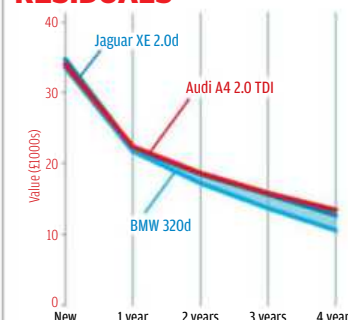
MAX SPEEDS IN GEAR

1	27mph 4500rpm
2	39mph 4500rpm
3	56mph 4500rpm
4	80mph 4500rpm
5	115mph 4500rpm
6	147mph 3964rpm
7	147mph* 3032rpm

* claimed

RPM in 7th at 70/80mph = 1444/1650

RESIDUALS



● A4's residual values are predictably strong, particularly if you're keeping the car over a longer lease.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the A4, contact Audi Customer Services, Yeomans Drive, Blakelands, Milton Keynes, MK14 5AN (0800 699 888, audi.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Audi A4

AUTOCAR VERDICT ★★★★★☆

An even smarter, better way to travel than before, but still ordinary to drive



Classy, demure and very technologically savvy, the new Audi A4 is a better car in all of the ways that Audi owners would have requested. It feels like it has been created by a company that has already discovered what its expanding customer base wants and needs only to tweak a winning formula at the margins to keep the orders rolling in.

The car's dynamic character hardly departs at all from the previous A4's in making high-speed stability and ease of operation clear priorities over driver involvement, and that will always condemn it somewhat in this magazine's estimation. We'd also warn prospective buyers that real-world fuel economy could be an unusually long way off advertised claims and that rival saloons are markedly more dynamically compatible with British roads.

But those who don't care about such reservations will very much approve of the bubble of high-quality, tech-laden, chrome-accented calm they find in the A4 and continue to consider its obvious substance and sophistication the ultimate expression of everyday premium motoring.

TESTERS' NOTES



MATT SAUNDERS
Audi goes to the length of relatively positioning the gearlever and MMI controller in manual and automatic cars. In the auto, the broad-topped gear selector doubles as a wrist support nearer the driver.



NIC CACKETT
For a cabin that generally thrives on ergonomic sense and a fine user experience, the crab-claw shape I apparently have to make with my hand to operate the track-changing volume knob is a conspicuous niggle.

SPEC ADVICE

Avoid the sports-sprung Ultra models and go for a 2.0 TDI 150 S line manual on passive comfort suspension. Add metallic paint (£645), twin-leather upholstery (£850), the Technology Pack (£1450), acoustic glazing (£450) and Virtual Cockpit (£450).

JOB FOR THE FACELIFT

- Retune the sports suspension for more progressiveness and feel.
- Create more second-row head room.
- Recalibrate the gearbox shift strategy.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
JAGUAR					
Model	XE 2.0d 180 R-Sport auto	320d M Sport auto	Mondeo 2.0 TDCi T'ium P'shift	A4 2.0 TDI 190 S line S tronic	C220d AMG Line auto
Price	£34,775	£33,775	£26,795	£34,030	£35,165
Power	178bhp at 4000rpm	187bhp at 4000rpm	207bhp at 3500rpm	187bhp at 3800-4200rpm	168bhp at 3000rpm
Torque	317lb ft at 1750rpm	295lb ft at 1750-2500rpm	332lb ft at 2000rpm	295lb ft at 1750-3000rpm	295lb ft at 1400rpm
0-60mph	7.8sec (claimed, to 62mph)	7.2sec (claimed, to 62mph)	7.9sec (claimed, to 62mph)	8.4sec	7.4sec (claimed, to 62mph)
Top speed (claimed)	140mph	143mph	145mph	147mph	145mph
Fuel economy (combined)	67.3mpg	64.2mpg	56.5mpg	67.3mpg	65.7mpg
Kerb weight (claimed)	1565kg	1525kg	1600kg	1480kg	1570kg
CO₂/tax band	111g/km, 20%	116g/km, 21%	130g/km, 24%	113g/km, 20%	117g/km, 21%
Verdicts on every new car, p76	Distinguishing ride and handling set the XE apart on UK roads. Less roomy than rivals. ★★★★★	A very strong blend of pace, economy, usability, desirability and enduring driver appeal. ★★★★★	Bigger than the A4, with a hatch rear end, so much more practical. And better to drive. ★★★★★	Brimming with material class and on-board technology. Aloof to drive but very capable. ★★★★★	Pricey positioning and underwhelming engine both disappoint. Luxurious, though. ★★★★★

LETTER OF THE WEEK

To some, the car is just like the fridge

Matt Prior's argument that cars are more than mere appliances (Tester's Notes, 14 October) is a valid one for someone who is, and always will be, interested in cars.

I can assure you, though, that not everyone thinks that way.

My mother, for example, likes her new Kia Picanto very much (well, more so than her old Honda Jazz at any rate). But I can assure you she likes her fridge and iron, too. All three are necessary for modern living, but all will be replaced at the end of their useful lives without a moment's regret or sorrow. I'm sure she's not the only one to think about cars in this way, strange as it may seem.

Mike Spencer
via email



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

ESTATE DEBATE

I cannot agree more with Doug Weir (Your Views, 14 October). I purchased a Skoda Superb Estate in March 2011 and everyone who has driven it or been driven in it has complimented the car on its space, build quality and ride.

Would I buy another one? You bet.

Peter Lewis
via email

NIFTY S60

What I like about the Volvo S60 Polestar (Autocar online review, 15 October) is that it's different and comfortable.

I drove a Mercedes-AMG C63 from Scotland to Stratford-upon-Avon and, yes, it was fun because you had plenty of power, but I also had a knackered back from the horrible seats. The same can be said of the BMW M3 and its cramped cabin.

When I had my S60 R-Design AWD, it

was just as good as its German rivals, and as for safety, the Germans will never be on the same page as the Swedes.

Nick Cobretti
via email

SPECIAL NSX

I enjoyed the Porsche Cayman GT4 vs Honda NSX vs Ferrari F355 ('Special Cay', 21 October). It's nice to dream of driving any one of these cars, and the conclusion was interesting, but right. What a fabulous car the NSX was and is.

Ben Marshall
via email

ENGINEERS, NOT LAWYERS

It's interesting that Andrew L Ginger (Your Views, 7 October) and Nick Sharp (Your Views, 21 October) have commented that Continental roads are better built and maintained than ours. It's clear our politicians need to



Mirai's looks aren't to everyone's taste

use of electric vehicles. It really is that simple, or am I missing something?

So what have our cities done to encourage EV usage? There are two charging points in Sheffield city centre and half a dozen in a Leeds city centre car park. London has too few and too many out of order. Even worse for the capital – where the need to increase EV use is greatest – is that fewer people can charge at home off the street.

It's time for the government to get serious. Its efforts so far have been wasteful and chaotic.

Mike O'Horan
Doncaster, Yorkshire

DON'T LOOK: IT'S A MIRAI

Ye Gods! That Toyota Mirai makes the Ssangyong Rodius look beautiful. How do some cars get beyond the design stage?

Ian Chedzey
Staplehurst, Kent

focus more on building infrastructure.

Also interesting is the high proportion of engineers in Continental governments, whereas lawyers seem more evident in the UK.

Could the two be related?

Colin Mynott
Crick, Northamptonshire

EV EVOLUTION

Surely, the best way to reduce emissions in our polluted cities is to increase the

AUTOCAR

What you're saying on autocar.co.uk

New London taxi unveiled by Geely

I hope it uses a Volvo hybrid powertrain. If it does, it might be the first black cab capable of more than 25mpg.
Cheltenhamhire

Thought it was a Bentley Bentayga in Beluga for a second there.

Terrier

The proportions are what you'd expect for a modern taxi vehicle, but the nose is ugly.

Tornadorot



Geely's done an okay job of making it look recognisably like a traditional black taxi, without making it an overly retro caricature.
sirwiggum

Low production volume means high costs; the black cab has a limited future. It's a dinosaur in the 21st century.

RPrior



Which of these £60k cars would you pick?
Our writer chose NSX

NEXT WEEK

Inside the magazine – on sale 11 November

SPECIAL REPORT



Britain's Best Driver's Car Defending champ Porsche vs Ferrari, Lotus and many more



FIRST DRIVE

New Porsche 911

Is the turbo 911 the beginning of the end or start of a new chapter?



FIRST DRIVE

Mercedes C-Class Coupé

First impressions of the new rival to the Audi A5 and BMW 4 Series

ROAD TEST



BMW 7 Series Heavily re-engineered high-tech luxury saloon faces our expert testers

CONTENTS SUBJECT TO CHANGE



Alfa Romeo 75 Twin Spark was enjoyable when new and still is

ALFA MAIL

It was nice to read some positive comments about the Alfa Romeo 75 Twin Spark in the motoring press after a mere 30 years ('Turin Proud', 14 October).

It's a good job a few of us were able to see past the ubiquitous blue and white propeller in those days and choose a car for the way it drives and not for the perceived trade-in value and 'quality plastics' or there'd be even fewer of them left now.

Thanks for pointing out to everyone who missed out back then just how special these cars were, and still are. Some of us oddballs are still driving them.

Jim Spackman

Clevedon, Somerset

EMISSIONS: TIME TO GET REAL

It was interesting to read the suggestion that EVs might be the way forward in the post 'defeat device' era (This Week, 21

October), but hang on: what did VW do?

It manufactured cars that produced more emissions in real life than in testing. Isn't that exactly what hybrids do? And all battery EVs claim zero tailpipe emissions, neatly ignoring how the power was produced in the first place. The question of how many emissions result from driving any car up the road is central.

How can and should this be tested? I doubt manufacturers and regulators are likely to sort that out any time soon.

In the meantime, buyers have to continue to rely on meaningless test results to inform their buying decisions. If they care, that is.

Geoff Dunning

Harrogate, Yorkshire

NOX-OUT BLOW

NOx is not just produced by diesel, but by any high-temperature efficient combustion. Hence, power stations, incinerators and now turbocharged diesel engines are being fitted with urea injection systems, the only current technology that really solves the problem.

Has anybody properly tested the current crop of efficient turbo petrol engines to check their NOx outputs? I think I would hedge my bets against having my car's tax bracket regraded in a couple of years by going diesel and pouring a little drop of the blue stuff in now and again.

David Frost

via email

PHONEY CALL

I'm just waiting for a new 0845 number to call my mobile.

"Mis-sold TDI? You could be due compensation. Press five to speak to a VW representative or nine to just suffer the loss in resale value."

Trevor Chesterton

Market Harborough, Leicestershire



OUR CARS

A week in the life of Autocar's fleet



Seat Leon X-Perience

FINAL REPORT Can a jacked-up estate with body cladding make a case for itself when there are so many SUV alternatives? We've found that this one definitely can

Turning family estate cars into more rugged all-road models is a path increasingly well trodden in the SUVisation (that's a real word, honest) of the car industry.

Back in the spring, Seat became the latest manufacturer to put a family estate, the Leon ST, through the all-road washing machine to give it the SUV-lite treatment. Out the other side came a Leon ST with a raised ride height and driving position, all-wheel drive, black body cladding and a silly new

name that a word processor will put a squiggly red line under: X-Perience.

There the silliness stopped – because the next six months revealed the Leon X (calling it that makes it sound way better) to be a very serious, capable machine, and one that's far more interesting than its brown paintwork, brown interior and name suggest.

A barometer of its success comes from looking at the odometer. If it had been here for a full year, the Leon X would have been pushing 20,000

miles, which is pretty much my annual mileage. Simply put, the Leon X excelled as a true all-rounder.

To recap, we went for the less powerful (148bhp) of the two 2.0-litre diesel engines offered in the Leon X, hooked up to the standard six-speed manual gearbox and, of course, four-wheel drive. As for trim level, the range-topping SE Technology version took our fancy, because the £2000 or so premium over the base SE model seemed to give you every conceivable

bit of useful technology you could want, plus some nice extras such as those stylish 18in alloy wheels and Alcantara-trimmed sports seats. To us, it seemed like a price worth paying.

Due to the fully loaded nature of the SE Technology trim, the options department at Seat wasn't overworked in this instance. Notable boxes we did tick, though, included that brown paint job (this was an outdoorsy car, after all), the upgraded stereo and the adaptive cruise control, something that's

LOVE IT



ENGINE

This 2.0 TDI is a belter; smooth, quiet and with plenty of low-end torque.



CHUNKY STYLING

A great-looking estate car with a whiff more attitude than most.



RIDE AND HANDLING

Comfortable on the move and keener to turn in to corners than an SUV.

LOATHE IT



INFOTAINMENT SYSTEM

It has plenty of features, but the touchscreen is slow and clunky to react.



BROWN COLOUR SCHEME

I could just about live with brown on the outside, but not on the inside, too.

LEXUS NX300H	MAZDA CX-3	MAZDA MX-5	McLAREN 650S SPIDER	MERCEDES-BENZ E-CLASS ESTATE	PORSCHE PANAMERA	RANGE ROVER SPORT	RENAULT TWINGO	SEAT LEON X-PERIENCE	SKODA FABIA	SKODA OCTAVIA	SUZUKI CELERIO	VAUXHALL CORSA VXR	VOLKSWAGEN GOLF R
Mark Pearson	Mel Falconer	Matthew Burrow	Mark Tishshaw	Andrew Frankel	John McIlroy	Steve Cropley	Matthew Burrow	Mark Tishshaw	Tom Webster	Matt Burt	Steve Cropley	Mark Tishshaw	Allan Muir

Leon X felt more
wieldy than a
comparable SUV



On the Jersey ferry; no regrets about 650S



Boot had lots of use; even doubled as a bed



Elevated viewpoint
added to the relaxed
way it ate the miles

becoming ever handier as the coating of Britain's motorway network with 50mph average speed cameras and roadworks continues.

The Leon X proved to be a fine companion on motorway trips, with its smooth ride quality and quiet, torquey 2.0 TDI engine, the economy of which improved to around 50mpg after initially being disappointing. The big load bay was fully utilised, housing everything from the rear wing of a race car to being used as a makeshift double bed at a campsite.

The Leon X was great around town, too, with good visibility thanks to its raised driving position and the raised ride height proving useful in dealing with the likes of speed bumps and when parking on kerbs.

Gripes were few. The infotainment system, although packed with functions, was let down by its slow and clunky touchscreen, which required firm concentration to line up your finger with what you wanted to select. There was

You have as much space in the Leon X as in an SUV, but without that 'big' feeling

a small delay between the key turning in the ignition and the engine firing up, which was more annoying than it should have been. The all-wheel drive system occasionally gave a sudden jerk as drive shifted towards the back wheels. And, erm, it was brown. I'm struggling otherwise; the Leon X was about as stress-free a car to live with as anyone could ask for.

So it was an altogether successful six months in going about one's daily business. So much so that I parked the (shameless name drop alert) McLaren 650S Spider I'm also running to take the Leon X on holiday to Jersey, an ultimately sensible decision on a pretty little island with 40mph speed limits and the kind of outdoorsy experiences that Leon X owners get up to, if you believe the Seat marketing bumpf.

Jersey is a four-hour or so ride across the Channel with Condor Ferries from Poole in Dorset to the Jersey capital of St Helier. The Leon X swallowed a week's worth of luggage for two without us having to play around with the split rear bench, and there was still plenty of room left to raid the duty-free from Condor's onboard shop on the way home.

It was driving on Jersey's tight country lanes, alongside the varied coastlines and through the picturesque countryside, where I 'got' the Leon X and its type of car the most. You have as much space as in an SUV, but without that 'big' feeling you always get when driving an SUV. The Leon X remains a Leon, so it's easy to position on the road and handles better and corners flatter than an SUV, but, crucially, retains that sense of adventure you get from SUVs

TEST DATA

SEAT Leon 2.0 TDI X-Perience SE Technology

TEST STARTED 10.5.15

Miles at start	812 miles
Miles at end	9465 miles

PRICES

List price then	£26,370
List price now	£26,905
Price as tested	£28,285
Dealer value now	£18,650
Private value now	£17,950
Trade value now	£16,850

OPTIONS

Adventure Brown custom paint £700, Seat sound system £255, rear side airbags £300, divider net £155, adaptive cruise control with front assist £505

CONSUMPTION AND RANGE

Claimed economy	57.6mpg (combined)
Fuel tank	50 litres
Test average	49.2mpg
Test best	54.5mpg
Test worst	45.1mpg
Real-world range	540 miles

TECH HIGHLIGHTS

0-62mph	8.7sec
Top speed	129mph
Engine	4 cyls, 1968cc, diesel
Max power	148bhp at 3500rpm
Max torque	236lb ft at 1750rpm
Transmission	6-spd manual
Boot	587 litres
Wheels	18in, alloy
Tyres	225/45 R18 Goodyear EfficientGrip

Weight	1491kg
--------	--------

SERVICE AND RUNNING COSTS

Contract hire rate	£471.30
CO ₂	129g/km
Service costs	Nil
Other costs	Nil
Fuel costs	£829
Running costs inc fuel	£829
Cost per mile	10 pence
Depreciation	£11,435
Cost per mile inc dep'n	£1.42
Faults	None

PREVIOUS REPORTS

13 May, 10 Jun, 1 Jul, 29 Jul, 2 Sep, 30 Sep

thanks to the four-wheel drive, raised driving position and ride height and the chunky styling.

The Leon X also stands as a testament to successful diversification of the Leon range in this generation. Before, the Leon was just the one model, one that tried to be everything from touring car-derived hot hatch to an economical family hatchback. Now, with three distinct bodystyles, each individual Leon can get on with doing what it's trying to do and diversify from there, hence the quality execution and lack of compromise from the likes of the Leon X.

And all of this bodes very well indeed for when Seat goes out and makes an SUV proper next year, also based on the Leon. We await it with interest.

mark.tishshaw@haymarket.com

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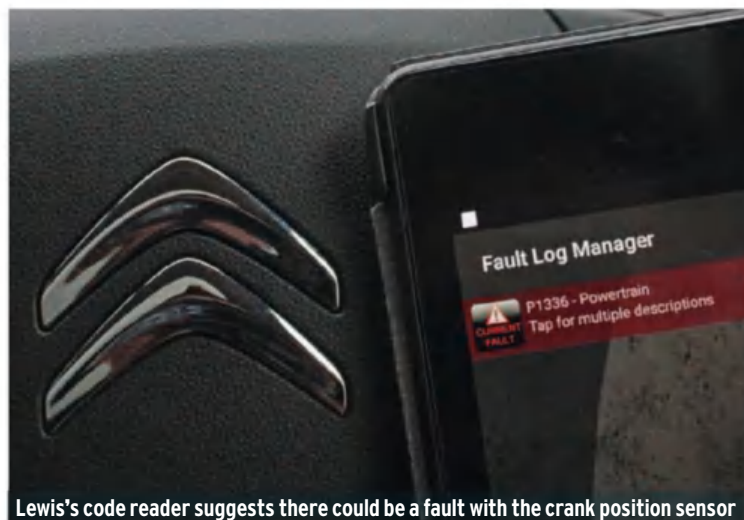
Citroën C4 Cactus

Mileage | 7047 A trip to a Citroën dealer beckons following an ominous warning light

Over the past few months and several thousand miles, our C4 Cactus has performed without major fault or annoyance. It has been delivering on all those fronts you'd expect a family-oriented crossover to and hasn't once let us down. Until now.

I was driving home recently when the car suddenly decided to throw its toys out of the pram, the dashboard lighting up like the proverbial Christmas tree. I was cruising along at 40mph at the time, so I quickly planned and executed a manoeuvre that enabled me to pull up safely. Both the media system and instrument cluster were displaying warnings, suggesting a trip to the dealer was imminent, and the 'check engine' light was glowing brightly.

Nothing sounded amiss, so I turned off the Cactus's engine, got out of the



Lewis's code reader suggests there could be a fault with the crank position sensor



All had been well until this flashed on

car and walked around it, giving it a quick visual inspection. Everything was where it should be, so I jumped back in and restarted the engine.

This time, only the 'check engine' light and a 'service engine' message materialised. Given that most warnings of this type tend to relate to intermittent faults with emissions control systems and that in all other respects the Citroën appeared to be fine, I drove on.

The engine's performance didn't appear to be affected and, come the next morning, every warning light, bleep and message had disappeared. Still, something had clearly caused the Cactus to stumble, so I dug out my code reader, plugged it into the car's brain and scanned it for faults. Only one was recorded: a powertrain problem. My software couldn't identify exactly what the Citroën's grievance was, but it did suggest that it could be a crank position sensor issue.

Consequently, it appears that the Cactus does actually require a trip to the dealership for a thorough check. If the crank position sensor – or perhaps its associated wiring harness – fails completely, it would almost certainly stop the quirky Citroën dead in its tracks. That, considering its previously unblemished record, would be a shame. lewis.kingston@haymarket.com

Citroën C4 Cactus Flair PureTech 110 S&S manual

Price £17,290 **Price as tested** £19,060

Economy 40.9mpg **Faults** Intermittent check engine light **Expenses** None **Last seen** 21.10.15



Ford Mondeo

Mileage 9595

My trusty Mondeo is back in action. It has had two new doors fitted and looks as good as new.

Since I last drove it, I've been in a number of different cars from different price brackets and I've been surprised how basic functions such

as seating adjustment haven't been up to scratch in a large proportion of them. Being able to adjust the driver's seat effectively is a fundamental requirement. It's impossible to enjoy driving if you start developing cramp on long journeys as a result of having to stretch to reach the steering wheel.

Fortunately, the Mondeo's driving seat and steering wheel offer a wide range of adjustment. I'm 6ft 2in tall and find it easy to get comfortable. I definitely missed the car on my eight-hour round trip to Wales last week.

Now that it's back, I also get to enjoy its enormous boot again. Recently, it's had to deal with a mountain bike, a drum kit and all my usual photo gear. The folding rear seats and easily removable parcel shelf made them a doddle to load.

Folding rear seats that split the right way for right-hand drive are not that common. The Mondeo is one of only a few cars with the wider portion of the 60/40 split located on the passenger side. This arrangement means you can carry a third passenger and long, bulky loads without compromising your rearward vision.

I've explored the Mondeo configurator on Ford's website and discovered a few tempting optional extras buyers are no doubt ticking boxes for. Among the many highlights are a panoramic roof for £600, sports

suspension for a reasonable £150 and a winter pack for £300 (it includes heated front seats and steering wheel – both handy if, like me, you spend a lot of time standing in the cold taking photos of cars in remote locations). Last but not least, there's blind spot monitoring for £500 – well worth it, even for the most spatially aware. luc.lacey@haymarket.com

Ford Mondeo 2.0 TDCi Titanium 5dr

Price £24,545 **Price as tested** £27,465

Economy 40.9mpg **Faults** Stiff boot struts **Expenses** None **Last seen** 30.9.15



Boot has a huge appetite for loads



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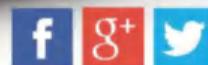
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THE LOG BOOK

**BMW 220d Active Tourer****Mileage 11,685 Last seen 14.10.15**

A trip to the Isle of Wight for the weekend with Mrs Bradshaw tested the BMW's practicality. On a short trip for a few days, it proved to be an ideal companion – comfortable and with plenty of room for passengers and their luggage. However, for a longer holiday farther afield, I suspect it may struggle to cope with the extra demands quite as well. **JB**

**Ford Focus****Mileage 9675 Last seen 7.10.15**

I'm not a fan of touchscreens, and the Focus's hasn't changed my opinion. Many of the buttons are small and hard to hit without looking more closely than I'm comfortable with. Annoyingly, there's a cluster of barely used buttons on the steering wheel's left spoke that would better serve technophobes like me if they doubled as controls for some of the infotainment functions. **TD**

**Skoda Fabia****Mileage 3769 Last seen 23.9.15**

The Fabia has a variety of what Skoda calls 'Simply Clever' features, each aimed at making life that bit easier. The best is the clip that holds a pay-and-display ticket on the windscreen. Not only does it ensure that tickets don't slip off the dash, but it stops me from leaving old tickets to blow around the cabin. Simple and clever, indeed. **TW**

McLaren 650S Spider

Mileage | 6321 They may not know what it is, but people do know that they like it – a lot

The likes of you and me know McLaren as the maker of some of the finest road cars around, as much as a racing team. However, to the average Briton, whose knowledge of cars begins and ends with what he sees Jeremy Clarkson and co driving, McLaren the road car maker is still very much an unknown quantity.

Which is one of the reasons why the 650S Spider attracts so much attention – attention that has been exclusively positive and up there with the reception accorded an Aston Martin – wherever it goes. Once people are over its fantastic sound and vibrant colour, and their disappointment on discovering its driver is neither attractive nor famous, you invariably see them mouth the question: "What is it?"

I've been more than happy to help them – while at the same time doing some PR for McLaren – by correcting those who wonder if "it's the MP4 or the P1" (a lot of people mistake it for the latter) and reeling off its vital statistics to those who've approached it in car parks, petrol stations and even at the traffic lights, when I've been showing off with the roof down.

The 650S Spider is a car that makes you feel good just driving it, let alone when people you pass wave as if you're



Our McLaren continues to thrill those who drive it – as well as those who glimpse it

royalty. On that point, because it's so easy to drive and enjoy at normal speeds, you forget how rare, special and new it actually is – which is meant entirely as a compliment.

More unusual things happen, too, when you're driving a McLaren. My favourite so far is when I drove past a group of half a dozen teenagers on bikes, hanging about near a roundabout in Ascot. They whooped with excitement as the car approached, one even throwing his arms aloft and shouting a naughty word and "Yeah – a P1!" as I went by. I was too polite to correct him, roaring off in an inappropriate manner instead.

This experience was almost trumped when someone did a rapid turn in the road after I'd gone by and followed me for the next three or four miles while his passenger filmed the car on his smartphone.

We've only recently had our first issue with the car,

when the digital radio stopped picking up a signal. Not a problem: I just put the roof down to enjoy more of the engine noise. Those welcoming folk at the McLaren Ascot dealership applied a software update (without the extra power, sadly) and restored reception.

The suspension is also proving to be a little too soft and compliant on faster, more undulating B-roads. Its generous travel causes the front splitter to ground slightly over bumps. It's a cringe-making noise, but firming up the suspension with Sport mode goes some way to curing it.

These niggles aside, life in the 650S is proving as fun, thrilling and fuss-free as a supercar has a right to be. We're loving every minute and, seemingly, so is everyone who happens to encounter the car on their travels.

mark.tishaw@haymarket.com

McLaren 650S Spider**Price £215,250 Price as tested £255,930****Economy 25.1mpg Faults Patchy radio signal****Expenses None Last seen 14.10.15**

Steve Wright returned after a simple software update

DEALS

Bargain new
and used motors



No business like snow business

It isn't too late to buy yourself some winter-friendly wheels. **James Ruppert** starts his shortlist at £800

Chances are that by the time you read this, you'll be up to your armpits in snow – a snowmageddon. Welcome to the annual scare story courtesy of the Met Office. Who knows? They could be right this year. So far, it has been winter tyre marketing departments that have been the busiest. As we all know, a set of winter tyres is all you need to transform a rear-wheel-drive skidroomobile into something that sticks to the ice.

If you're after a 4x4, you may well be too late, according to auction firm Manheim, which says prices have surged by an average of more than £1200 (17.6%) since August. Compared with September last year, the average price of used 4x4s sold by Manheim was up

by more than £2400 (41.7%), further indicating that values are rising earlier than in 2014. But we don't all need the sort of blingy 4x4s that car dealers are bidding for. There are alternatives.

What could be more alternative than a small, light, front-wheel-drive hatch? In the midst of an icy car park, I've seen them thrive as Volvos slip and slide. If all you want to do is get to the station and do local shopping, a teeny Daihatsu Cuore will do for a few hundred pounds. There aren't many around now, though. As an alternative, a Kia Picanto – specifically, a 1.0-litre 2004 example with a fair few miles on the clock for around £800 – is light and simple enough to thrive in slippery conditions. Or you just get a soft-roader. It will



A Kia Picanto won't be fazed by winter

deliver the extra traction when you need it, and if you drive sensibly, your chances of falling off the road are seriously reduced. I'd be more than happy with an old Toyota RAV4, which is almost a 1990s classic. But it might be a bit tired, so better to go for a Honda CR-V. It is the most popular school-run soft-roader, and it's easy to see why. They are practical and remarkably reliable. A solid £8000 would buy a

In the midst of an icy car park, I've seen small, light, front-wheel-drive hatches thrive as Volvos slip and slide



P72 James Rupert
Used car expert



P74 Alan Taylor-Jones
Deals expert



P76 Nic Cackett
Data expert

A 2008 CR-V 2.2 i-CDTi ES with full history is about £8k



well-equipped 2008 2.2 i-CDTi ES with a full history. This model also delivers decent 40mpg economy.

Instead of an Audi Quattro, the Subaru Legacy is a stylish estate car. An SE Sports has a long list of standard equipment, and it manages 35mpg overall with the 2.0-litre diesel engine. Eight grand buys a 2011 example with 70,000 miles on the clock – great value.

Finally, there are the old-school 4x4s that will hold their value, be easy to maintain and do a job if you are stuck in the sticks. Yes, I'm talking Series III Land Rovers, of course. They're noisy, slow and uncomfortable and will probably be rusty, but at least this is an interesting way to tackle the impending snowmageddon.

BANGERNOMICS BEST BUYS



READER'S CAR: BMW 3 SERIES COUPE

Stephen Williamson bought his E36 BMW 328i coupé four years ago for just £1250. It was a two-owner car with a full service history and new tyres, and Stephen says it has never let him down. "I bought it for drifting, but that didn't happen. I kept the car as I had a Merc diesel, and the BMW was faster."

"It's a great car. I do a lot of track days – Spa, Brands Hatch, Bedford Autodrome. At Spa, we did 200 miles of hard driving and it just purred. My son now services the car and I've only had new tyres and a battery."

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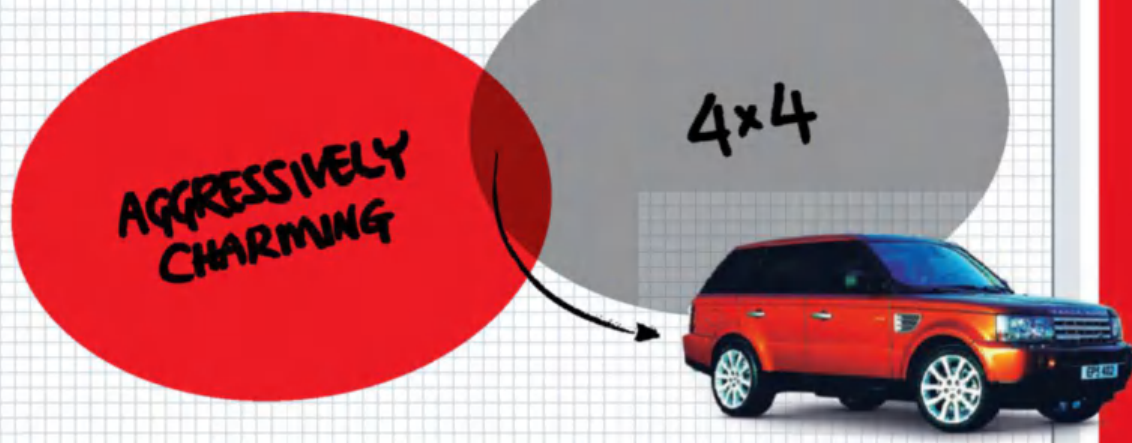
WHAT CAUGHT MY EYE THIS WEEK

Would you buy a car unseen over the interweb and have it delivered to your door? It's entirely possible, but is it too good to be true, even with a 14-day rejection option? I'll find out soon.



USED CAR DILEMMA: RANGE ROVER SPORT

Here's a stumpy Range Rover that isn't a hardcore bobtail. It is the footballer's special, with suitably extravagant running costs for tax and fuel. It may weigh two and a half tonnes, but it's superbly able. Interior is a bit plasticky, mind.



Kick-RS Fords from under £5000

With all the excitement surrounding the new Focus RS and its sub-£30k price, the time is right to look at Ford's RS-badged past masters. **Alan Taylor-Jones** has one for every budget

1 Ford Sapphire RS Cosworth (1988-1992)

Prices for Sierra Cosworths have skyrocketed in the past year or so. With RS500s now commanding well in excess of £60,000 and good examples of the 'normal' three-door Cossie comfortably topping £30,000, the Sapphire looks a relative bargain.

Sharing the same 2.0-litre

turbocharged 'YB' lump as the earlier cars and later Escort Cosworth, the Sapphire was intended to provide a stiffer platform for rallying. Early cars were rear drive, but in 1990 four-wheel drive became standard. You can pick up a minter for less than £15,000 and project cars are much, much cheaper.



2



Ford Focus RS Mk1 (2002-2003)

Few modern hot hatches seem to court as much controversy as the Mk1 Focus RS. Depending on what you read or who you talk to, it's either one of the most entertaining front-drive chassis of this century or a torque-steering liability.

Still, with modern cars more insulating than ever, lots of people see the appeal

of the raw RS. Thanks to a nominal 212bhp and standard limited-slip diff, 0-60mph falls in just 5.9sec, and it looks like it just drove off a rally stage.

Ford made 4501 examples, and a good chunk of them still live. About £7000 will net you a high-mileage car, but budget nearer £10,000 for a tidy one.

Ford RS200 (1984-1986)

If we're being brutal, the RS200 homologated rally special was a bit of a flop. Late to the Group B party, it got a best result of third on the 1986 Swedish Rally before the class was banned for 1987. Even so, it looked like no other rally car at the time, as it made no effort to look like any Ford production vehicle.

While Ghia should be thanked for the

strangely attractive styling, Cosworth was once again in charge of the engine, with a turbocharged development of the BDA fitted amidships. Power ranged from 250bhp for the road cars to more than 600bhp for the Evolution models.

If that sounds tempting, you'll need deep pockets. The cheapest currently out there is a quarter of a million quid.

3





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4



Ford Fiesta RS1800 (1992-1997)

Entry to the RS club doesn't have to break the bank, as demonstrated by the Fiesta RS1800. Launched in 1992 as a replacement for the wayward Fiesta RS Turbo, it replaced the laggy CVH turbo engine with a 130bhp version of Ford's new 1.8-litre Zetec motor.

The 0-60mph sprint increased by

0.2sec to 8.1sec but it was still rapid for such a small car back then. As well as the boy-racer bodykit, you got Recaro seats and tweaks to the suspension.

You can pick up one for comfortably less than £5000 today, but the challenge could be finding one. Only a few thousand were made and fewer still remain.

Ford Escort RS1600 (1970-1974)

This may not be the first RS-badged Ford (the German-market 20M RS takes that honour), but it is the one that cemented the brand's reputation.

A car truly developed for motorsport, it shouldn't be confused with the simpler and cheaper RS2000. Not only were all RS1600s specially built by Ford's Advanced Vehicle Operations and fully

seam welded for strength, but they also received Cosworth's famous BDA twin-cam powerplant. Good for 120bhp in the road cars, they went on to produce well over 200bhp in competition cars.

With any three-door Mk1 Escort now in great demand, the RS1600 has become seriously expensive, at £50k-plus. This or a pair of new Focus RSs?

5



NEW CARS A-Z

Autocar's star ratings explained

☆☆☆☆☆	Inherently dangerous/unsafe.
☆☆☆☆☆	Tragically, irredeemably flawed.
☆☆☆☆☆	Appalling. Massively significant failings.
☆☆☆☆☆	Very poor. Fails to meet any accepted class boundaries.
☆☆☆☆☆	Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
☆☆☆☆☆	Off the pace. Below average in nearly all areas.
☆☆☆☆☆	Acceptable. About average in key areas, but disappoints.
☆☆☆☆☆	Competent. Above average in some areas, average in others.
☆☆☆☆☆	Outstanding in none.
☆☆☆☆☆	Good. Competitive in key areas.
☆☆☆☆☆	Very good. Very competitive in key areas, competitive in secondary respects.
☆☆☆☆☆	Excellent. Near class leading in key areas, and in some ways outstanding.
☆☆☆☆☆	Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

[illegible]

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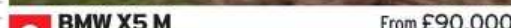
Official fuel consumption figures for the Audi A3 Saloon S line Navigation 2.0 TDI 150PS manual in mpg (l/100km): Urban 55.4 (5.1), Extra Urban 76.3 (3.7), Combined 67.3 (4.2). CO₂ emissions: 108g/km. Fuel consumption and CO₂ figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Image shown for illustration purposes only. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca

Sports SUVs

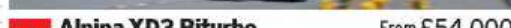


What he has not perfect, because of the soul. A A A A A





contribution. Suffers from tunnel vision, though. **A A A A A**



★★★★★ Judged to perfection. Price to match, though. **★★★★★**



 aboard. For more involvement, see the above. ★★★★★

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*At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 Saloon 5 line Navigation 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,914.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (October 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

BMW (UK) Ltd is a credit broker. Figures may vary depending on driving style and conditions. Official fuel economy figures for the BMW 318d M Sport Saloon: Urban 53.3mpg agreement for a BMW 318d M Sport Saloon with optional metallic paint, with a contract mileage of 30,000 miles and excess mileage charge of 10.20p per mile. Applies for new vehicles ordered at participating BMW condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn.

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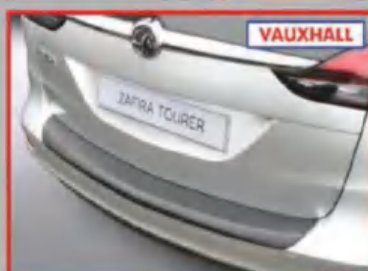
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
0.9 Tce Laureate	£8795	89	116	7	0.9 TwinAir 105 S	£17020	84	92	15	1.2 Metal	£11445	68	115	5
1.2 Access	£5995	74	135	2	0.9 TwinAir 85 Colour Therapy	£14970	84	92	15	B-MAX 5dr mpv Fiesta dynamics and sliding door access make the B-Max a cut above				
1.2 Ambiance	£6795	74	135	2	0.9 TwinAir 85 G0	£14970	84	92	15	1.5 TDCi 95 Style	£18295	94	98	11
1.2 Laureate	£7995	74	135	2	0.9 TwinAir 85 G	£16540	84	92	15	1.5 TDCi 119i	£17919	118	98	11
1.5 dCi Ambiance	£8595	89	99	8	1.2 Colour Therapy	£13770	68	113	10	1.5 TDCi 120 Zetec S	£21045	118	98	11
1.5 dCi Laureate	£9795	89	99	10	1.2 S	£15490	68	113	10	1.5 TDCi 120 Titanium	£21295	118	98	11
SANDERO STEPWAY 5dr hatch More expensive - but still limited					1.2 G	£16240	68	113	10	1.5 TDCi 120 Titanium X	£21395	118	98	11
0.9 Tce Ambiance	£8395	89	125	-	1.3 MultiJet 60	£18890	94	97	18	1.6 TDCi 95 Style	£18195	94	109	11
0.9 Tce Laureate	£9995	89	125	-	1.3 MultiJet S	£17640	94	97	18	1.6 TDCi 115 Zetec	£19695	114	109	16
1.5 dCi Ambiance	£9395	89	105	-	1.4 16v Turbo T-Jet Abarth	£16005	133	155	27	1.6 TDCi 115 Zetec S	£20945	114	109	16
1.5 dCi Laureate	£10995	89	105	-	0.9 TwinAir 85 Lounge S-S	£16390	84	92	15	1.6 TDCi 115 Titanium	£21195	114	109	16
LOGAN MCV 5dr estate Lacks its stablemates					0.9 TwinAir 85 Cult	£17540	84	92	15	1.6 TDCi 150 Titanium	£22635	148	109	22
0.9 Ambiance	£8595	89	116	9	1.3 MultiJet 105 Cult	£18020	103	117	17	2.0 TDCi 150 Titanium X	£24635	148	109	22
0.9 Laureate	£9795	89	116	11	1.2 Pop S-S	£13690	68	113	9	2.0 TDCi 185 ST-2	£22995	178	115	35
1.2 Access	£6995	74	135	4	1.2 Lounge S-S	£15090	68	113	10	2.0 TDCi 185 ST-3	£23995	178	115	35
1.2 Ambiance	£7795	74	135	4	1.2 Cult	£16240	68	113	10	FOCUS 5dr estate Well-mannered and comfortable.				
1.2 Laureate	£8995	74	135	5	1.3 MultiJet Lounge	£17490	94	97	18	Oscar carries more	£18695	99	109	10
1.5 dCi Ambiance	£9595	84	99	11	1.3 MultiJet Cult	£18640	94	97	18	1.0 EcoBoost 100 Zetec	£21195	99	109	10
1.5 dCi Laureate	£10795	84	99	12	500L 5dr mpv A costly option, but has the style to fill out some of its missing substance					1.0 EcoBoost Titanium X	£21995	99	109	10
DUSTER 5dr 4x4 Cheap, but cheerfully robust.					1.4 95 Pop	£13390	94	145	10	1.0 EcoBoost Zetec S-S	£19195	99	111	11
Surprisingly convincing presence	★★★★★				0.9 TwinAir Pop Star	£16690	103	112	11	1.0 EcoBoost Titanium S-S	£15195	99	111	11
1.6 16v 105 Access 2WD	£9495	103	165	6	0.9 TwinAir Trekking	£18790	103	119	11	1.0 EcoBoost Zetec	£19695	99	111	11
1.6 16v 105 Access 4WD	£11495	103	185	5	0.9 TwinAir Lounge	£18090	103	112	11	1.0 EcoBoost Titanium X	£21695	123	110	14
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10	1.4 95 Pop Star	£15550	94	145	10	1.0 EcoBoost Titanium X S-S	£23695	123	110	14
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10	1.4 95 Lounge	£16950	94	145	10	1.0 EcoBoost Zetec S	£20195	123	110	14
1.5 dCi 110 Laureate 2WD	£13495	106	130	11	1.4 95 Trekking	£17650	94	149	8	1.0 EcoBoost Zetec S	£21445	123	110	14
1.5 dCi 110 Laureate 4WD	£15495	107	135	10	1.4 120 Pop Star	£17195	118	159	10	1.0 EcoBoost Zetec S	£22395	118	98	11
FERRARI					1.4 120 Lounge	£18595	118	159	10	1.5 TDCi 120 Titanium X	£24395	118	98	11
F12 2dr coupé Proper V12 Ferrari with serious exclusivity and appeal	★★★★★				1.4 120 Trekking	£19295	118	159	10	1.5 TDCi 120 Zetec	£20895	118	98	11
6.3 V12	£239352	730	350	50	1.3 MultiJet 85 Pop Star	£17040	83	110	8	1.5 TDCi 120 Zetec S	£22145	118	98	11
FF 2dr coupé Four-door Ferrari estate has appeal but lacks classic DNA	★★★★★				1.3 MultiJet 85 Lounge	£18440	83	110	9	1.5 TDCi 120 Zetec S	£19395	94	98	11
6.3 V12	£227077	651	360	50	1.3 MultiJet 85 Trekking	£19140	83	114	7	1.5 EcoBoost Titanium X	£22195	148	128	34
CALIFORNIA 2dr open Sleek, comfortable and fast.					1.6 MultiJet 105 Pop Star	£18040	103	117	17	1.5 EcoBoost Zetec	£24920	180	128	44
Now with turbocharger	★★★★★				1.6 MultiJet 105 Lounge	£19440	103	117	18	1.6 155 Style	£18180	103	119	13
4.3 V8	£152086	483	270	50	1.6 MultiJet 105 Trekking	£20140	103	122	15	1.6 125 Style auto	£19945	123	146	14
3.9 V8 T	£154490	552	250	50	1.6 MultiJet 120 Pop Star	£18540	118	120	17	1.6 125 Zetec	£22445	123	146	14
458 2dr coupé The complete supercar. Calm ride, explosive performance	★★★★★				1.6 MultiJet 120 Lounge	£19940	118	120	17	1.6 125 Zetec	£23945	123	146	14
4.5 V8 Italia	£178461	570	307	50	1.6 MultiJet 120 Trekking	£20640	118	120	17	1.6 TDCi 115 Titanium	£22295	114	109	16
4.5 V8 Special	£208090	597	275	50	500L MPV 5dr mpv As above but with seven seat flexibility in its more expensive format					1.6 TDCi 115 Zetec	£22095	114	109	16
458 SPIDER 2dr open The complete supercar. Minus roof. A world-class head turner	★★★★★				1.6 MultiJet 120 Lounge 7st	£21380	118	117	17	1.6 TDCi 115 Zetec S	£22745	114	109	16
4.5 V8	£198906	570	275	50	1.6 MultiJet 120 Pop Star 7st	£19880	118	117	17	1.6 TDCi 115 Titanium ECOnetic	£19295	94	99	11
FIAT					0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11	1.6 TDCi 95 Style	£19295	94	99	11
PANDA 5dr hatch Cheap, practical and very nearly spot on	★★★★★				0.9 TwinAir 105 Lounge 7st	£18830	103	112	11	1.6 TDCi 95 Titanium	£23735	148	109	16
0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6	1.4 95 Pop Star 5st	£15840	94	145	9	2.0 TDCi 185 ST	£23595	178	115	35
0.9 TwinAir 85 Trekking	£13075	84	105	6	1.4 95 Lounge 5st	£17340	94	145	9	2.0 TDCi 185 ST-2	£25095	178	110	34
1.3 MultiJet 75 4x4 Antartica	£15995	74	125	7	1.3 MultiJet 85 Pop Star 7st	£18380	83	110	8	2.0 TDCi 185 ST-3	£23795	178	115	35
0.9 TwinAir 85 Easy	£11375	84	99	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	2.0 EcoBoost ST	£25995	247	159	39
0.9 TwinAir 85 Lounge	£11875	84	99	7	1.6 MultiJet 105 Pop Star 7st	£19380	103	117	17	2.0 EcoBoost ST-2	£25995	247	159	39
0.9 TwinAir 85 4x4	£14575	84	114	7	1.6 MultiJet 105 Lounge 7st	£20880	103	117	17	2.0 EcoBoost ST-3	£27395	247	159	39
1.2 Pop	£9375	68	120	3	500X 5dr hatch Familiar styling works rather well as a crossover. Drives okay, too					2.0 TDCi 150 Titanium X	£25735	148	109	16
1.2 Easy	£10175	68	120	3	1.4 MultiAir 140 Pop Star	£17595	138	139	-	MONDEO 5dr hatch Still the best big saloon. Practical, comfortable, rewarding	£21345	158	134	23
1.2 Lounge	£10675	68	120	3	1.4 MultiAir 140 Lounge	£19345	138	-	-	1.5 EcoBoost 160 Zetec	£22545	158	134	23
1.3 MultiJet 75 Pop	£11575	74	104	7	1.4 MultiAir 140 Cross	£18595	138	-	-	1.5 EcoBoost 240 Titanium	£26045	237	169	-
1.3 MultiJet 75 Easy	£12375	74	104	7	1.4 MultiAir 140 Cross Plus	£20345	138	-	-	1.6 TDCi 115 Style	£21095	113	94	17
1.3 MultiJet 75 Lounge	£12875	74	104	7	1.4 MultiAir 140 Cross Plus	£20345	138	-	-	1.6 TDCi 115 Zetec	£22445	113	94	17
1.3 MultiJet 75 Trekking	£14075	74	109	7	1.3 MultiJet 95 Pop Star	£18095	94	109	-	1.6 TDCi 115 Zetec	£23095	148	107	23
1.3 MultiJet 75 4x4	£15575	74	125	7	1.6 MultiJet 120 Pop Star	£19095	118	-	-	1.6 TDCi 115 Titanium	£23295	113	94	17
500 3dr hatch Super desirable, cute city car. Pleasant, if not involving, to drive					1.6 MultiJet 120 Lounge	£20845	118	-	-	1.6 TDCi 115 Titanium	£23795	148	107	23
0.9 TwinAir 105 60	£15550	103	92	10	1.6 MultiJet 120 Cross	£20095	118	-	-	2.0 TDCi 150 Zetec	£22845	148	107	23
0.9 TwinAir 105 Lounge	£14220	103	92	10	1.6 MultiJet 120 Cross Plus	£21845	118	-	-	2.0 TDCi 150 Titanium	£23795	148	115	23
0.9 TwinAir 105 S	£14370	103	92	10	2.0 MultiJet 140 Cross AWD	£24095	118	147	-	2.0 TDCi 150 Titanium ECOnetic	£25245	148	115	23
0.9 TwinAir 85 60	£15070	84	99	10	2.0 MultiJet 140 Cross Plus AWD	£25845	118	147	-	2.0 TDCi 150 Titanium	£24095	148	115	23
1.2 Colour Therapy	£11220	68	113	9	PUNTO 3dr hatch MultiAir tech improves appeal and economy. Still heavily dated though					2.0 TDCi 150 Zetec	£22495	148	115	23
1.2 60	£13670	68	113	9	1.2 8v Easy	£11275	68	126	6	2.0 EcoBoost 240 Titanium	£27295	237	169	-
1.3 MultiJet 60	£16070	94	97	14	1.2 8v GBT	£11775	68	126	6	2.0 EcoBoost 240 Titanium	£27295	237	169	-
1.3 MultiJet 85 Lounge	£13740	84	92	10	1.2 8v Pop	£10175	68	126	6	1.5 EcoBoost 160 Zetec	£22545	113	94	17
0.9 TwinAir 85 S	£13890	84	92	10	1.3 85 MultiJet Easy	£13775	85	90	13	1.6 TDCi 115 Style	£22445	113	94	17
0.9 TwinAir 85 Colour Therapy	£12420	84	99	10	1.4 8v Easy	£11685	76	132	8	1.6 TDCi 115 Zetec	£23345	113	94	17
0.9 TwinAir Cult	£14890	84	99	10	1.4 8v GBT	£12185	76	132	8	1.6 TDCi 115 Zetec	£23945	148	107	23
0.9 TwinAir 105 Cult	£15370	103	92	10	1.3 85 MultiJet GBT	£14275	85	90	13	1.6 TDCi 115 Titanium	£25245	148	115	23
1.2 Pop	£10690	68	113	5	PUNTO 5dr hatch MultiAir tech improves appeal and economy. Still heavily dated though					2.0 TDCi 150 Titanium	£22995	148	115	23
1.2 Lounge	£12440	68	113	6	1.2 8v Easy	£11875	68	126	6	2.0 TDCi 150 Titanium ECOnetic	£25095	148	115	23
1.2 S	£12590	68	113	9	1.2 8v GBT	£12375	68	126	6	2.0 TDCi 150 Zetec	£24095	148	115	23
1.2 Cult	£13590	68	113	9	1.2 8v Pop	£10775	68	126	6	2.0 EcoBoost 240 Titanium	£27295	237	169	-
1.4 T-Jet Abarth	£14255	133	155	26	1.4 8v Easy	£12285	76	132	8	1.5 EcoBoost 160 Zetec	£22545	113	94	17
1.3 MultiJet Lounge	£14840	94	97	15	1.4 8v GBT	£12785	76	132	8	1.6 TDCi 180 Titanium X Sport	£32045	177	135	22
1.3 MultiJet S	£14990	94	97	14	1.3 85 MultiJet Easy	£14375	85	90	13	1.5 EcoBoost Zetec ZWD	£21000	148	143	20
1.3 MultiJet Cult	£15990	94	97	14	1.3 85 MultiJet GBT	£14875	85	90	13	1.5 EcoBoost Titanium	£22645	148	143	20
500 CONVERTIBLE 2dr open Super desirable, cute city car. Cab a better drive than hatch					FORD					1.5 EcoBoost Titanium X	£25395	148	143	20
0.9 TwinAir 105 60	£18170	103	92	15	KA 3dr hatch An agile drive and energetic petrol engine. Wooden ride	£11445	68	115	5	1.5 EcoBoost Titanium	£25395	148	143	20

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDCI 180 Titanium X AWD	£29095	177	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with				
1.0T 100 Ecoboost Zetec S-S	£18695	99	117	10
1.0T 125 Ecoboost Zetec S-S	£19195	123	117	10
1.0T 100 Ecoboost Titanium S-S	£20195	99	117	10
1.0T 125 Ecoboost Titanium S-S	£20695	123	117	10
1.0T 125 EcoBoost Titanium X SS	£22695	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6T 150 Ecoboost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium X SS	£23605	180	144	22
1.6T 105 Zetec	£19150	114	117	16
1.6 TDCI 115 Titanium	£20650	114	117	16
1.6 TDCI 115 Titanium X	£22650	114	117	16
2.0 TDCI 140 Titanium	£21725	138	129	20
2.0 TDCI 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater				
1.0T 100 Ecoboost Zetec S-S	£20295	99	119	10
1.0T 125 Ecoboost Zetec S-S	£20795	123	119	10
1.0T 100 Ecoboost Titanium S-S	£21795	99	119	10
1.0T 125 Ecoboost Titanium S-S	£22295	123	119	10
1.0T 125 EcoBoost Titanium X SS	£24295	99	119	14
1.6T 150 Ecoboost Titanium S-S	£22295	148	149	19
1.6T 182 EcoBoost Titanium X SS	£24950	180	149	22
1.6 TDCI 115 Zetec	£20745	114	124	16
1.6 TDCI 115 Titanium	£22045	114	124	16
1.6 TDCI 115 Titanium X	£24045	114	124	16
2.0 TDCI 140 Titanium	£23250	138	134	20
2.0 TDCI 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPVs need not be boring or ungainly. Still the benchmark				
1.6T 160 Ecoboost Zetec S-S	£23310	158	159	18
1.6 160 Eco Tium S-S	£25060	158	159	19
2.0 203 Ecoboost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au	£31485	237	194	27
1.6 TDCI 115 Zetec S-S	£24110	114	139	16
1.6 TDCI 115 Eco Tium S-S	£25860	114	139	16
2.0 TDCI 140 Zetec	£24295	138	139	18
2.0 TDCI 140 Titanium	£26045	138	139	18
2.0 TDCI 163 Titanium	£26645	161	139	19
2.0 TDCI 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCI 200 Titanium	£27870	197	174	26
2.2 TDCI 200 Tlt. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap				
2.2 TDCI 200 Titanium X	£32875	197	179	27
1.6 160 Ecoboost Zetec S-S	£25670	158	167	18
1.6 160 Eco Tium S-S	£27570	158	167	18
1.6 160 Eco Tium X S-S	£30070	158	167	18
2.0 203 Ecoboost Titanium auto	£29235	200	189	24
2.0 203 Ecoboost Titan X auto	£31735	200	189	24
1.6 TDCI 115 Zetec S-S	£26460	114	139	16
1.6 TDCI 115 Eco Tium S-S	£28360	114	139	16
1.6 TDCI 115 Eco Tlt. X S-S	£30860	114	139	18
2.0 TDCI 140 Zetec	£26645	138	139	18
2.0 TDCI 140 Titanium	£28545	138	139	18
2.0 TDCI 140 Titanium X	£31045	138	139	18
2.0 TDCI 163 Titanium	£29145	161	139	19
2.0 TDCI 163 Titanium X	£31645	161	139	19
2.2 TDCI 200 Titanium	£30375	197	179	26

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.8 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 EX	£28795	148	141	25
2.2 i-DTEC 150 EX ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-DTEC 150 EX	£30330	148	146	25
2.2 i-DTEC 150 EX ADAS	£32730	148	146	26
2.2 i-DTEC 180 Type S	£32925	177	150	28
2.2 i-DTEC 180 Type S ADAS	£35175	177	150	29
HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though				
1.5 i-VTEC EX	£23195	128	-	-
1.5 i-VTEC EX	£17995	128	-	-
1.5 i-VTEC SE	£19745	128	-	-
1.5 i-VTEC SE Navi	£20355	128	-	-
1.6 i-DTEC S	£19745	118	-	-
1.6 i-DTEC SE	£21495	118	-	-
1.6 i-DTEC SE Navi	£22105	118	-	-
1.6 i-DTEC EX	£24945	118	-	-
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition				
1.6 i-DTEC 120 SE-Nav ZWD	£26740	118	115	22
1.6 i-DTEC 120 SE-Nav ZWD	£24300	118	115	23
1.6 i-DTEC 120 SR ZWD	£28495	118	119	23
2.0 i-VTEC S ZWD	£22345	154	168	22
2.0 i-VTEC S-Nav ZWD	£23245	154	168	22
2.0 i-VTEC SE ZWD	£24515	154	168	22
2.0 i-VTEC SE-Nav ZWD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-DTEC 120 S ZWD	£23400	118	115	22
1.6 i-DTEC 120 SE ZWD	£25570	118	115	22
1.6 i-DTEC 120 SE-Nav ZWD	£27570	158	129	26
1.6 i-DTEC 160 SE-Nav	£28740	158	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 Style Au	£15960	123	154	10
1.4 CRDi 90 Class	£13835	89	119	9
IX35 5dr 4x4 Classy, roomy cabin, predictable handling. Very competitive				
1.6 GDI S ZWD	£17150	133	158	14
1.6 GDI S B'Drive ZWD ISG	£17330	133	149	14
1.6 GDI SE ZWD	£18750	133	158	14
1.6 GDI SE B'Drive ZWD ISG	£18930	133	149	14
1.6 GDI SE Nav ZWD	£19800	133	158	14
1.6 GDI SE Nav B'Drive ZWD ISG	£19980	133	149	14
1.7 CRDi SE Nav ZWD	£21300	114	139	14
1.7 CRDi Premium ZWD	£23000	114	139	14
1.7 CRDi Prem Panorama ZWD	£23800	114	139	14
1.7 CRDi S ZWD	£18650	114	139	14
1.7 CRDi SE ZWD	£20250	114	139	14
2.0 CRDi Premium 136 4WD	£25900	134	149	18
2.0 CRDi Prem Panorama 4WD	£26700	134	149	18
2.0 CRDi SE 136 4WD	£23150	134	149	18
2.0 CRDi SE Nav 136 4WD	£24200	134	149	18
SANTA FE 5dr 4x4 An injection of class has enhanced the Santa Fe's easygoing appeal				
2.2 CRDi SE 4WD 5st	£27995	194	159	19
2.2 CRDi SE 4WD 7st	£29145	194	159	19
2.2 CRDi Premium 4WD 5st	£30595	194	159	19
2.2 CRDi Premium 4WD 7st	£31900	194	159	19
2.2 CRDi Premium SE 4WD 7st	£35395	194	159	20

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.8 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 EX	£28795	148	141	25
2.2 i-DTEC 150 EX ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-DTEC 150 EX	£30330	148	146	25
2.2 i-DTEC 150 EX ADAS	£32730	148	146	26
2.2 i-DTEC 180 Type S	£32925	177	150	28
2.2 i-DTEC 180 Type S ADAS	£35175	177	150	29
HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though				
1.5 i-VTEC EX	£23195	128	-	-
1.5 i-VTEC EX	£17995	128	-	-
1.5 i-VTEC SE	£19745	128	-	-
1.5 i-VTEC SE Navi	£20355	128	-	-
1.6 i-DTEC S	£19745	118	-	-
1.6 i-DTEC SE	£21495	118	-	-
1.6 i-DTEC SE Navi	£22105	118	-	-
1.6 i-DTEC EX	£24945	118	-	-
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition				
1.6 i-DTEC 120 SE-Nav ZWD	£26740	118	115	22
1.6 i-DTEC 120 SE-Nav ZWD	£24300	118	115	23
1.6 i-DTEC 120 SR ZWD	£28495	118	119	23
2.0 i-VTEC S ZWD	£22345	154	168	22
2.0 i-VTEC S-Nav ZWD	£23245	154	168	22
2.0 i-VTEC SE ZWD	£24515	154	168	22
2.0 i-VTEC SE-Nav ZWD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-DTEC 120 S ZWD	£23400	118	115	22
1.6 i-DTEC 120 SE ZWD	£25570	118	115	22
1.6 i-DTEC 120 SE-Nav ZWD	£27570	158	129	26
1.6 i-DTEC 160 SE-Nav	£28740	158	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 EX	£28795	148	141	25
2.2 i-DTEC 150 EX ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	

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Make and Model	Price	Bhp	CO ₂ /km	Insurance group
1.6 CRDi 126 4 ISG	£23295	126	116	14
1.6 CRDi 126 4 Tech ISG	£25195	126	116	15
PROCEED 3dr hatch Another slightly smaller looker from Schreyer. Still not memorable	★★★★★			
1.4 98 VR7	£14900	133	143	10
1.6 GDI 133 S ISG	£17895	133	143	10
1.6 GDI 133 SE	£19905	133	137	15
1.6 GDI 133 SE DCT auto	£21205	133	140	14
1.6 T-GDI 201 GT	£22025	201	171	29
1.6 T-GDI 201 GT Tech	£22905	201	171	30
1.6 CRDi 126 S ISG	£18995	126	100	13
1.6 CRDi 126 SE ISG	£20995	126	112	13
1.6 CRDi 126 SE Tech	£23095	126	112	13
SOUL 5dr hatch Looks divide opinion. Better value, but still hardly the best option	★★★★★			
EV 81kW	£29995	107	-	19
1.6 GDI Start	£12800	130	158	9
1.6 GDI Connect	£15000	130	158	10
1.6 GDI Connect Plus	£16100	130	158	10
1.6 GDI Mixx	£18355	130	170	11
1.6 GDI Maxx	£20155	130	170	11
1.6 CRDi Connect	£16600	126	132	9
1.6 CRDi Connect Plus	£17700	126	132	10
1.6 CRDi Mixx	£19950	126	132	10
1.6 CRDi Maxx	£21750	126	132	11
OPTIMA 4dr saloon Looks the part, but is well off the European saloon pace	★★★★★			
1.7 CRDi 150	£22895	134	128	17
1.7 CRDi 150	£19995	134	128	17
1.7 CRDi 150	£25795	134	128	20
VENGA 5dr mpv Versatile interior, but firm ride and high price disappoint	★★★★★			
1.4 89 1 ISG	£11995	89	130	8
1.4 89 1 Air ISG	£12795	89	130	8
1.4 89 SR7 ISG	£13595	89	130	9
1.4 89 2 ISG	£13895	89	130	9
1.6 123 3 ISG	£16190	123	139	13
1.6 123 3 auto	£15810	123	154	11
1.6 123 3 auto	£17290	123	154	11
1.4 CRDi 89 2	£15195	89	119	10
1.4 CRDi 89 SR7	£14895	89	119	10
1.6 CRDi 114 3 ISG	£17475	114	117	14
1.6 CRDi 114 4 ISG	£18570	114	117	14
CARENS 5dr mpv Nicely up to scratch now, but no class leader	★★★★★			
1.7 CRDi 3 Sat Nav ISG	£25250	136	132	16
1.6 GDI 1 ISG	£18195	133	149	13
1.6 GDI 2 ISG	£19600	133	149	13
1.7 CRDi 114 1 ISG	£19590	114	124	12
1.7 CRDi 114 2 ISG	£20995	114	124	12
1.7 CRDi 134 2 A	£22400	136	159	16
1.7 CRDi 134 3 ISG	£24300	136	162	16
SPORTAGE 5dr 4x4 Good ride, handling and usability.	★★★★★			
1.7 CRDi 4 2WD ISG	£25000	114	143	14
2.0 CRDi 4x4 4WD	£21500	134	149	16
1.6 GDI 2 1WD	£17500	133	158	14
1.6 GDI 2 2WD ISG	£19800	133	149	15
1.7 CRDi 1 2WD ISG	£19100	114	135	12
1.7 CRDi 2 2WD ISG	£21200	114	135	13
1.7 CRDi 3 2WD ISG	£23100	114	143	13
1.7 CRDi 3 SatNav 2WD ISG	£23900	114	143	13
2.0 CRDi 4x4 4WD	£23600	134	149	17
2.0 CRDi 4x4 4WD	£25500	134	156	17
2.0 CRDi 4x4 4WD nav	£26300	134	156	17
2.0 CRDi 4x4 4WD	£27610	134	183	17
2.0 CRDi 181 4x4 4WD	£28200	134	158	19
SORENTO 5dr 4x4 Route one solution to the problem, but you know where you stand with it	★★★★★			
2.2 CRDi 4x4	£28795	197	149	24
2.2 CRDi 4x4	£31995	197	161	25
2.2 CRDi 4x4	£35845	197	161	26
2.2 CRDi 4x4	£41000	197	177	28
KTM				
X-BOW 0dr unknown Eccentric looks, sharp handling. Expensive	★★★★★			
2.0 Street	£49980	237	185	-
2.0 Clubsport	£59755	237	185	-
2.0 Superslight	£79305	237	185	-
2.0 ABT Sp. line 300	£59755	296	189	-
LAMBORGHINI				
HURACAN 2dr coupé A supercar to its bones, but the flaws are just as obvious	★★★★★			
5.2 V10 LP 610-4	£180720	601	-	-
AVENTADOR 2dr coupé Big, bullish and ballistic. But not perfect	★★★★★			
6.5 LP700-4	£242280	690	398	-
LAND ROVER				
DEFENDER 3dr 4x4 An institution. Unbeatable off road, crude on it	★★★★★			
90 2.2D Hard Top	£23100	120	266	-
90 2.2D S'wagon	£25265	120	269	25
90 2.2D Country	£27305	120	269	25
90 2.2D XS S'wagon	£30505	120	269	26
DEFENDER 5dr 4x4 An institution. Unbeatable off road, crude on it	★★★★★			
110 2.2D Hard Top	£25010	120	295	26
110 2.2D Country Utility Wagon	£29550	120	295	-
110 2.2D Utility Wagon	£27620	120	295	-
110 2.2D S'wagon	£27620	120	295	27
110 2.2D Country	£29550	120	295	28
110 2.2D XS S'wagon	£33405	120	295	28
110 2.2D XS Utility Wagon	£32405	120	295	-
DISCOVERY 5dr 4x4 The best compromise between off and on-road ability	★★★★★			
3.0 SDV6 255 GS	£40005	252	213	39
3.0 SDV6 255 XS	£46865	252	213	40
3.0 SDV6 255 HSE	£54495	252	213	41
DISCOVERY Sport 5dr 4x4 Hugely alluring compact seven-seater	★★★★★			
2.2 SD4 190	£32395	188	162	28
2.2 SD4 190 SE Tech	£33895	188	162	28
2.2 SD4 190 HSE	£37595	188	162	31
2.2 SD4 190 HSE Luxury	£41195	188	162	31
RANGE ROVER EVOQUE 5dr 4x4 A new class of desirability for the SUV	★★★★★			
2.2 e4d 150 Pure Tech 2WD	£31205	148	129	29
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
RANGE ROVER 5dr 4x4 Arguably the best luxury car in the world. Easily the best SUV	★★★★★			
5.0 V8 S Aubiography	£102450	503	299	50
5.0 V8 S Aubiography LWB	£101050	503	299	50
3.0 TDV6 Vogue	£74950	254	182	45
3.0 TDV6 Vogue SE	£81850	254	182	50
3.0 TDV6 Aubiography	£91550	254	182	50
3.0 TDV6 Hybrid Aubiography	£102450	335	164	50
4.4 SDV8 Vogue	£81950	308	219	50
4.4 SDV8 Vogue SE	£88850	308	219	50
4.4 SDV8 Aubiography	£98550	308	219	50
4.4 SDV8 Aubiography LWB	£106250	308	219	50
RANGE ROVER SPORT 5dr 4x4 Just the right kind of dynamic twist. Brilliant	★★★★★			
5.0 V8 S Aubiography Dynamic	£84350	503	298	49
3.0 SDV6 HSE	£61950	288	185	43
3.0 SDV6 HSE Dynamic	£67150	288	185	43
3.0 SDV6 Aubiography Dynamic	£77850	288	185	43
4.4 SDV8 Aubiography Dynamic	£84350	334	219	47
LEXUS				
CT 5dr hatch Makes sense only as a company car. Not fun	★★★★★			
200h S	£21245	134	82	19
200h SE	£22745	134	94	19
200h Advance	£24245	134	94	19
200h Luxury	£24745	134	94	20
200h F Sport	£26995	134	94	20
200h Premier	£29745	134	94	21
IS 4dr saloon Sleek junior exec, well made and interesting. Needs a better diesel	★★★★★			
250 SE	£26495	204	199	32
250 Luxury	£27995	204	199	33
250 F Sport	£30495	204	213	33
250 Premier	£33495	204	213	34
300h SE	£28995	217	99	31
300h Luxury	£30995	217	103	32
300h F Sport	£32495	217	109	32
300h Premier	£36750	217	109	33
GS 4dr saloon Refreshingly different, but lacks a diesel engine	★★★★★			
300h SE	£31495	179	109	31
300h Luxury	£37495	179	113	32
300h F Sport	£41745	179	115	33
300h Premier	£43745	179	113	33
450h Luxury	£45495	338	141	42
450h F Sport	£51495	338	145	42
450h Premier	£51495	338	141	42
LS 4dr saloon Uninspiring luxury barge with a huge kit list attached	★★★★★			
460 Luxury	£71995	382	249	48
460 F Sport	£74495	382	249	49
600h Premier	£99995	439	199	50
600h Premier Night View	£101510	439	199	50
NX 5dr hatch Some good ideas, but dramatically off the pace to drive	★★★★★			
2.0 200h F Sport	£38095	235	183	-
300h S 2WD	£29495	195	116	29
300h SE	£31495	195	121	31
300h Luxury	£33495	195	121	31
300h Premier	£42995	195	121	33
RX 5dr 4x4 Low flexibility, but hybrid function makes a degree of economic sense	★★★★★			
450h SE	£44495	245	145	40
450h Luxury	£48495	245	145	40
450h F Sport	£51995	245	145	42
450h Premier	£55495	245	145	41
RC-F 2dr coupé An also-ran in the segment, although naturally-aspirated V8 is easy to like	★★★★★			
5.0 V8	£59995	471	251	48
5.0 V8 Carbon	£67995	471	251	50
LOTUS				
ELISE 2dr open Pure sports car. Great chassis and steering, low running costs	★★★★★			
1.6 Club Racer	£25850	134	149	43
1.6	£29505	134	149	43
1.6 Sport	£30650	134	149	43
1.8 S	£37205	217	175	43
EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road	★★★★★			
3.5 V6 S	£54610	345	236	47
EVORA 2dr coupé Sublime combination of plant ride and sweet handling	★★★★★			
3.5 V6	£53080	276	217	50
3.5 V6+2	£54980	276	217	50
3.5 V6 Sp. Racer	£58850	276	217	50
3.5 V6 S	£62290	345	229	50
3.5 V6 S+2	£64190	345	229	50
3.5 V6 S Sp. Racer	£66850	345	229	50
MASERATI				
Ghibli 4dr saloon Classy and entertaining but less polished than a 5-Series	★★★★★			
3.0 V6	£53575	325	223	50
3.0 V6 S	£64720	404	242	50
3.0 V6 D	£49160	271	158	50
QUATTROPORTE 4dr saloon Not quite as sophisticated as it might have been.	★★★★★			
3.0 V6 S	£81555	404	242	50
3.8 V8 GTs	£109625	523	274	50
3.0 V6 D	£69235	271	164	50
GRANTURISMO 2dr coupé Fantastic looks and soundtrack, average chassis	★★★★★			
4.2V8	£82280	400	330	50
4.7 V8 Sport	£90810	453	331	50
4.7 V8 MC Stradale	£101135	453	360	50
GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis	★★★★★			
4.7V8	£98340	433	337	50
4.7 V8 Sport	£103935	453	337	50
MAZDA				
2 5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★★			
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£15395	90	105	-
1.5 115 Sport Nav	£15995	113	117	-
1.5 105 SE-L	£15995	104	89	-
1.5 105 SE-L Nav	£16395	104	89	-
1.5 105 Sport	£16995	104	89	-
1.5 105 Sport Nav	£17395	104	89	-
3 5dr hatch Refined, well-priced family choice. Dynamically satisfying, too	★★★★★			
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
1.2 120 SE	£17295	118	119	17
1.2 120 SE Nav	£17895	118	119	17
1.2 120 SE-L	£18795	118	119	18
1.2 120 SE-L Nav	£19395	118	119	18
1.2 120 Sport Nav	£20195	118	119	18
1.2 165 Sport Nav	£21920	162	135	22
1.2 150 SE	£19645	148	107	23
1.2 150 SE Nav	£20245	148	107	24
1.2 150 SE-L	£21145	148	107	24
1.2 150 SE-L Nav	£21745	148	107	24
1.2 150 Sport Nav	£22545	148	107	24
4 5dr saloon A compelling mix of size, economy and performance. Interior a let down	★★★★★			
2.0 145 SE	£19795	143	129	18
2.0 145 SE Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	16
2.0 145 SE-L Nav	£21495	143	129	16
2.0 165 Sport Nav	£24595	162	135	22
2.2 150 SE	£22295	148	108	21
2.2 150 SE Nav	£22995	148	108	21
2.2 150 SE-L	£23295	148	108	19
2.2 150 SE-L Nav	£23995	148	108	19
2.2 150 Sport Nav	£26395	148	108	21
2.2 175 Sport Nav	£26795	173	119	23
5 5dr tourer A compelling mix of size, economy and performance. Interior a let down	★★★★★			
2.0 145 SE-L	£22425	143	129	16
2.0 165 Sport Nav	£25395	162	135	19
2.2 150 SE Nav	£23795	148	116	21
2.2 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.2 150 SE	£23095	148	116	21
2.2 150 SE-L	£24095	148</		

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1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	139	20
370Z 2dr coupé Great engine and poised handling. Lots of road noise	★★★★★			
3.7 V6 Nismo	£37585	345	248	46
3.7 V6	£27445	323	248	46
3.7 V6 GT	£32525	323	248	46
GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value	★★★★★			
3.8 V6 2014 MY	£78030	523	275	50
3.8 V6 Nismo	£125000	523	275	50
NOBLE				
M600 2dr coupé A new era for the Brit maker. Outrageous pace and handling	★★★★★			
4.4 V8	£200000	650	-	-
PEUGEOT				
ION 5dr hatch Good electric powertrain, comically expensive	★★★★★			
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
108 3dr hatch Sister car to the Aygo. And distant second to most city car rivals	★★★★★			
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	7
1.0 Active S-S	£9845	68	88	6
1.0 Active S-S Top	£10845	68	88	7
1.2 VTI Allure	£11095	81	99	11
1.2 VTI Allure Top	£12095	81	99	11
1.2 VTI Felice	£11945	81	99	11
108 5dr hatch Sister car to the Aygo. And distant second to most city car rivals	★★★★★			
1.0 Active	£9995	68	95	6
1.0 Active Top	£10995	68	95	7
1.0 Active S-S	£10245	68	88	6
1.0 Active S-S Top	£11245	68	88	7
1.2 VTI Allure	£11495	81	99	11
1.2 VTI Allure Top	£12495	81	99	11
1.2 VTI Felice	£12345	81	99	11
208 3dr hatch Big improvement for Peugeot, if not the supermini class	★★★★★			
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access +	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.0 VTI Access +	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 XY	£18150	154	135	26
1.6 THP 200 GTi	£19100	197	139	30
1.4 HDi Access+	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20
208 5dr hatch Big improvement for Peugeot, if not the supermini class	★★★★★			
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Active	£13495	81	104	8
1.2 VTI Access +	£12545	81	104	8
1.2 VTI Style	£14695	81	104	8
1.2 VTI Allure	£14245	81	104	11
1.6 VTI Allure auto	£16850	118	149	14
1.6 VTI Felice	£17245	118	129	14
1.4 HDi Access+	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 Felice	£18695	113	99	19
308 5dr hatch Thoughtfully developed and very well appointed but still no class leader	★★★★★			
1.2 PureTech 82 Access	£14995	81	117	9
1.2 PureTech 110 Access	£17945	108	113	9
1.2 PureTech 110 Allure	£19145	108	113	10
1.2 PureTech 110 Sportium	£17445	105	117	10
1.2 PureTech 130 Access	£18695	128	107	14
1.2 PureTech 130 Allure	£19895	128	110	15
1.2 PureTech 130 GT Line	£21445	128	116	16
1.6 THP 205 GT	£24095	202	130	26
1.6 HDi 92 Access	£16945	91	93	15
1.6 HDi 92 Active	£18645	91	93	15
1.6 Blue HDi 120 Access	£19845	118	82	22
1.6 Blue HDi 120 Allure	£21045	118	84	24
1.6 HDi 115 Active	£19445	113	95	18
1.6 HDi 115 Allure	£20645	113	100	18
1.6 HDi 115 GT Line	£22195	113	100	18
2.0 Blue HDi 150 Allure	£22945	148	97	25
2.0 Blue HDi 150 GT Line	£23495	148	97	26
2.0 Blue HDi 180 GT	£25945	178	103	29
308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader	★★★★★			
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Allure	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	111	113	13
1.2 PureTech 130 Access	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 BlueHDi 120 Access	£20745	118	85	20
1.6 BlueHDi 120 Allure	£21945	118	88	21
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	95	15
1.6 HDi 92 Active	£19545	91	95	15
1.2 PureTech 130 GT Line	£22345	128	115	16
1.6 HDi 115 GT Line	£23095	113	100	18
2.0 BlueHDi 150 Allure	£22845	148	105	24
2.0 BlueHDi 150 GT Line	£24395	148	105	26
2.0 BlueHDi 180 GT	£26495	178	107	29
508 4dr saloon Competent and likeable package, although lacks any real spark	★★★★★			
2.2 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22195	113	109	24
1.6 e-HDi 115 Allure Nav	£22995	113	111	25
2.0 HDi 140 Active Nav	£25995	148	101	30
2.0 HDi 140 Allure Nav	£26595	161	104	30
2.0 HDi Hybrid 4 Allure Nav	£31995	200	91	36
508 SW 5dr estate As good as saloon, only better looking	★★★★★			
1.6 e-HDi 115 Active Nav	£23395	113	110	24
1.6 e-HDi 115 Allure Nav	£25695	113	112	25
2.0 BlueHDi 150 Allure Nav	£27195	148	102	30
2.0 HDi 140 Active Nav	£23795	140	120	27
2.0 HDi 140 Allure Nav	£26095	140	125	28
2.0 HDi 163 Allure Nav auto	£27995	161	144	30
2.2 HDi 200 GT	£32045	201	144	37
2008 5dr hatch Efficient and well-mannered but short on space and style	★★★★★			
1.2 VTI 82 Access +	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Felice Calima	£18150	118	135	19
1.6 VTI 120 Felice Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Felice Calima	£19145	91	103	17
1.6 e-HDi 92 Felice Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Felice Calima SS	£19745	113	105	20
1.6 e-HDi 115 Felice Mistral S	£20045	113	105	20
3008 5dr mpv Good handling and flexible cabin. Split tailgate a useful touch	★★★★★			
2.0 HDi 163 Allure	£25050	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Allure	£19250	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	154	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Allure	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£21645	113	110	18
1.6 e-HDi 115 Allure EGC	£23595	113	112	17
2.0 HDi FAP 150 Allure	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	22
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31
5008 5dr mpv Well resolved ride and handling with a useful 7-seat interior	★★★★★			
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Allure	£21100	118	159	15
1.6 THP 156 Allure	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	113	16
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Allure	£21045	113	124	16
1.6 HDi 115 Allure	£22745	113	128	17
1.6 HDi 115 Allure	£24550	113	135	16
2.0 HDi 150 Allure	£23750	148	138	20
2.0 HDi 163 Active auto	£24950	161	149	20
2.0 HDi 150 Allure	£25550	148	140	20
2.0 HDi 163 Allure auto	£26750	161	149	19
RCZ 2dr coupé Classy, interesting, fun coupe. Peugeot's got its mojo back	★★★★★			
1.6 THP 156 Sport	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDi 163 Sport	£24200	161	130	29
2.0 HDi 163 GT	£26600	161	130	30
PORSCHE				
BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant	★★★★★			
3.4 S	£40098	261	195	40
3.4 S	£48553	311	211	43
3.4 S	£45467	326	211	44
CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure	★★★★★			
2.7	£40239	271	195	37
3.4 S	£49478	320	211	41
3.4 GT5	£56092	335	211	43
911 2dr coupé The best just got better. Still more than worthy of its iconic status	★★★★★			
3.4 Carrera	£74204	345	211	46
3.4 Carrera 4	£79060	345	218	46
3.4 Carrera S	£84240	395	223	47
3.4 Carrera 4S	£89325	395	233	48
3.4 Turbo	£121523	514	227	48
3.4 Turbo S	£125455	525	227	48
3.4 Turbo	£101695	468	289	48
911 CARRIBO 2dr open The best just got better. Still more than worthy of its iconic status	★★★★★			
3.4 Carrera	£82864	345	216	49
3.4 Carrera S	£93129	395	228	50
3.4 Carrera 4	£87720	345	223	49
3.4 Carrera 4S	£87720	345	223	49
3.4 Turbo	£97985	395	235	50
3.4 Turbo 4S	£97985	395	237	50
3.4 Turbo	£130148	513	231	50
3.4 Turbo S	£151782	552	231	50
918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast five-star model	★★★★★			
4.6 V8	£657400	875	70	50
MACAN 5dr 4x4 Spookily good handling. A sports utility vehicle in the purest sense	★★★★★			
3.0 V6 S	£41928	234	175	-
3.0 V6 S	£45345	336	212	40
3.0 V6 S	£46189	395	216	44
3.0 V6 S	£44871	254	164	39
PANAMERA 5dr hatch Technically brilliant and with a great cabin. Soulless though	★★★★★			
3.0 V6 S	£83134	414	207	46
3.0 V6 S	£86775	414	211	46
3.0 V6 S	£84456	410	211	46
3.0 V6 S	£84458	306	199	46
3.0 V6 S	£86169	306	206	47
3.0 V6 S	£94316	424	239	47
4.8 V8 Turbo PDK	£108931	493	242	50
4.8 V8 Turbo PDK	£132077	562	242	50
3.0 V6	£65639	247	169	46
CAYENNE 5dr 4x4 Classy interior and mostly good fun. Hybrid not entertaining	★★★★★			
3.0 V6 S E-Hybrid	£62154	410	79	49
3.6 V6	£50271	296	215	-
3.6 V6 S	£61770	414	229	48
3.6 V6 S	£73448	414	234	-
4.8 V8 Turbo	£94729	513	267	50
3.0 V6 Diesel	£50846	258	179	45
4.2 V8 S Diesel	£62794	380	209	50
PROTON				
SAVVY 5dr hatch Compromise in quality isn't worth the saving	★★★★★			
1.2 Style	£7995	75	134	8
SATRIA NEO 3dr hatch Best Proton ever, but still unjustifiable	★★★★★		</	

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression ★★★★★				
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI 105 CR SE Ecomotive	£17150	104	104	15
1.6 TDI 105 CR SE Ecomotive	£18370	104	106	15
LEON 3dr hatch Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 150 FR	£19700	148	109	20
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
2.0 TSI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 SE	£21530	148	106	19
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	20
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	32
2.0 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 SE	£21830	148	106	19
LEON 5dr estate Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
2.0 TDI 150 SE X-Perience	£24385	148	129	19
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	20
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive ★★★★★				
1.6 TDI 105 I-Tech Ecomotive	£15445	103	119	14
2.0 TDI 140 I-Tech	£16245	138	129	19
XL 1.6 TDI 105 I-Tech Ecomotive	£16165	103	119	13
2.0 TDI 140 I-Tech	£16965	138	129	19
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting ★★★★★				
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive I-TECH	£28630	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
SKODA				
CITIGO 3dr hatch The VW Up in entry-level Skoda format ★★★★★				
1.0 60 S	£8275	59	105	1
1.0 60 SE	£9135	59	105	1
1.0 60 Monte Carlo	£10670	59	105	2
1.0 60 GreenTech SE	£9495	59	95	1
1.0 60 GreenTech Eleg.	£10010	59	95	1
1.75 GreenTech Eleg.	£10400	74	98	2
CITIGO 5dr hatch The VW Up in entry-level Skoda format ★★★★★				
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 GreenTech SE	£9845	59	95	1
1.0 60 GreenTech Eleg.	£10360	59	95	1
1.75 GreenTech Eleg.	£10750	74	98	2
FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find ★★★★★				
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.0 75 SE	£12820	74	108	3
1.0 75 SE L	£13610	74	108	3
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 S DSG	£13740	108	109	13
1.2 TSI 110 SE	£14100	108	110	12
1.2 TSI 110 SE L	£14890	108	110	12
1.4 TDI 90 S	£14090	89	93	12
1.4 TDI 90 SE	£15450	89	93	10
1.4 TDI 90 SE L	£16240	89	93	11
1.4 TDI 105 SE L	£16840	104	95	12
FABIA 5dr estate				
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13965	74	109	3
1.0 75 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	109	13
1.2 TSI 110 SE	£15245	108	110	12
1.2 TSI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14595	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.4 TDI 105 SE L	£17985	104	97	12
1.4 TDI 90 S	£15090	89	94	10
1.4 TDI 90 SE	£16595	89	94	10
1.4 TDI 90 SE L	£17385	89	94	11
RAPID 5dr hatch				
1.6 TDI 105 S	£17145	103	114	16
1.6 TDI 105 Eleg.	£17715	103	114	16
1.6 TDI 105 GreenLine	£17975	103	99	13
1.6 TDI 105 GreenTech Eleg.	£17965	103	104	13
1.6 TDI 105 GreenTech SE	£17215	103	104	13
1.6 TDI 90 S	£16015	103	114	13
1.6 TDI 90 SE	£16965	103	114	13
1.2 TSI 5 S	£13350	74	137	7
1.2 TSI 86 S	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.2 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	15
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
RAPID SPACEBACK 5dr estate Estate shape makes most sense of Rapid's skinny body ★★★★★				
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 SE	£14750	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 SE	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G'tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 SE	£16950	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17355	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.2 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26630	178	135	25
2.0 TSI 220 vRS	£23830	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 Greenline	£20225	108	90	15
1.6 TDI 110 SE Business GreenL	£20225	108	90	19
2.0 TDI 150 SE	£20535	148	106	19
2.0 TDI 150 SE Business	£20535	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£24665	148	107	22
2.0 TDI 184 vRS	£24075	181	115	26
OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 Greenline	£21425	108	90	15
1.6 TDI 110 SE Business G'line	£21425	108	90	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27830	178	136	25
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	107	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	21
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
ROOMSTER 5dr mpv Quirky looks, talented package, awkward image ★★★★★				
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TDI 75 Greenline II	£16325	74	109	9
1.6 TDI CR 90 SE	£15415	89	124	11
1.6 TDI CR 90 Scout	£15965	89	124	11
1.6 TDI CR 105 SE	£15640	104	124	13
1.6 TDI CR 105 Scout	£16190	104	124	13
YETI 5dr 4x4 Useful, versatile cabin. Good handling and engines ★★★★★				
1.6 TDI 105 Outdoor SE B'nes G	£19915	103	119	14
2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14
2.0 TDI 140 Outdoor SE B'nes G	£22230	138	152	18
1.2 TSI 105 S	£16915	103	142	13
1.2 TSI 105 Outdoor S	£16915	103	142	13
1.2 TSI 105 SE	£18425	103	142	13
1.2 TSI 105 Outdoor SE	£18425	103	142	13
1.2 TSI 105 Eleg.	£20250	103	142	14
1.2 TSI 105 Outdoor Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor L&K 4WD	£25940	158	184	22
1.6 TDI 105 S GreenLine II	£18405	103	119	14
1.6 TDI 105 Outdoor S Green				

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
VERSO 5dr mpv Ride is firm and boot space limited with all seats in use	★ ★ ★ ★ ★			
1.6 V-matic Active Sst	£17770	130	157	13
1.6 V-matic Active Tst	£18300	130	157	13
1.6 V-matic Icon Tst	£20300	130	157	14
1.8 V-matic Icon M'Drive 7st	£21800	145	153	15
1.8 V-matic Excel M'Drive 7st	£24300	145	150	15
1.6 D-4D Active	£19990	122	119	13
1.6 D-4D Icon	£21995	122	119	14
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricey to buy and run	★ ★ ★ ★ ★			
4.5 D-4D	£65725	286	250	48
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle.	★ ★ ★ ★ ★			
Spongy on road	★ ★ ★ ★ ★			
3.0 D-4D 188 LC3	£32765	185	214	31
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle.	★ ★ ★ ★ ★			
Spongy on road	★ ★ ★ ★ ★			
3.0 D-4D 190 LC3	£37015	187	213	31
3.0 D-4D 190 LC4	£47465	187	213	34
3.0 D-4D 190 LC5	£52915	187	213	38
GT86 2dr coupé A tail-out tribute to all our favourite things. Splendid. Cheaper now, too	★ ★ ★ ★ ★			
2.0 Primo	£23000	197	180	33
2.0 Grimo	£25000	197	180	33
2.0 Aero	£27500	197	192	33
2.0 Giallo	£27500	197	180	34
2.0 GT86 auto	£25995	197	164	33
VAUXHALL				
VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive	★ ★ ★ ★ ★			
1.0 Ecoflex SE A-C	£8665	73	99	-
1.0 SE A-C	£8490	73	104	-
1.0 SE	£7995	73	104	-
1.0 Ecoflex SE	£8170	73	99	-
1.0 SL	£9495	73	104	-
ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it	★ ★ ★ ★ ★			
1.0 S-S Jam	£13630	113	114	3
1.0 S-S Glam	£15000	113	114	3
1.0 S-S Glam	£15000	113	114	3
1.0 S-S Rocks Air	£16995	113	119	3
1.2 Jam	£11630	69	124	3
1.2 Jam S	£11925	69	118	3
1.2 Glam	£13000	69	124	3
1.2 Glam S	£13295	69	118	3
1.2 Glam	£13500	69	124	3
1.2 Glam S	£13795	69	118	3
1.4 8T Jam	£11955	86	129	6
1.4 8T Glam	£13325	86	129	6
1.4 8T Jam	£13825	86	129	6
1.4 100 Jam	£12480	99	129	9
1.4 100 Jam S-S	£12775	99	119	9
1.4 100 Glam	£13850	99	129	9
1.4 100 Glam S-S	£14145	99	119	9
1.4 100 Glam	£14350	99	129	9
1.4 100 Glam S-S	£14645	99	119	9
1.4 150 Grand Slam	£16995	148	139	14
CORSA 3dr hatch Very refined, stylish and practical. Engines not so good	★ ★ ★ ★ ★			
1.0i 90 S-S Design	£12910	89	102	9
1.0i 90 S-S SRI	£13605	89	102	9
1.0i 90 S-S SE	£14250	89	102	9
1.0i 115 S-S Sting	£10825	113	-	12
1.0i 115 S-S Sting R	£11175	113	-	12
1.0i 115 S-S SRI VX-Line	£14640	113	-	12
1.2i 70 Life	£10800	69	126	2
1.2i 70 Sting	£9175	69	126	2
1.2i 70 Design	£10800	69	126	2
1.2i 70 SRI	£11775	69	126	2
1.2i 70 SRI VX-Line	£12810	69	126	2
1.2i 70 SE	£12420	69	126	2
1.4i 90 Life	£11425	89	121	6
1.4i 90 Sting	£9520	89	121	-
1.4i 90 Design	£11425	89	121	-
1.4i 90 Easytronic Design	£12080	89	119	-
1.4i 90 SRI	£12120	89	121	-
1.4i 90 SRI VX-Line	£13155	89	121	-
1.4i 90 SE	£12765	89	121	-
1.4i 100 SRI	£12775	99	119	10
1.4i 100 Turbo SRI	£13810	99	119	10
1.4i 100 Turbo SE	£13420	99	119	10
1.3i 100 SRI	£13330	74	99	6
1.3i 100 SRI VX-Line	£13330	74	99	6
1.3i 100 S-S SRI	£14025	74	99	-
1.3i 100 S-S SRI VX-Line	£15060	74	99	-
1.3i 100 S-S SE	£14670	74	99	-
1.3i 100 S-S SRI	£14525	85	99	-
1.3i 100 S-S SRI VX-Line	£15560	85	99	-
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
CORSA 5dr hatch Very refined, stylish and practical. Engines not so good	★ ★ ★ ★ ★			
1.3i 100 S-S S-S	£15170	94	85	-
1.4i 100 SRI	£13510	89	102	9
1.4i 100 SRI S-S	£14205	89	102	9
1.4i 100 S-S SE	£14850	89	102	9
1.4i 100 S-S S-S	£11425	113	-	12
1.4i 100 S-S SRI VX-Line	£15240	113	-	12
1.2i 70 Life	£11680	69	126	2
1.2i 70 Sting	£9775	69	126	2
1.2i 70 Design	£12745	69	126	2
1.2i 70 SRI	£12375	69	126	2
1.2i 70 SRI VX-Line	£13410	69	126	2
1.4i 90 Life	£13020	69	126	2
1.4i 90 Sting	£10120	89	121	-
1.4i 90 Design	£10205	89	121	-
1.4i 90 Easytronic Design	£12680	89	119	-
1.4i 90 SRI	£12720	89	121	-
1.4i 90 SRI VX-Line	£13755	89	121	-
1.4i 90 SE	£13365	89	121	-
1.4i 100 Turbo SRI	£13375	99	119	10
1.4i 100 Turbo SRI VX-Line	£14410	99	119	10
1.4i 100 Turbo SE	£14020	99	119	10
1.3i 100 S-S Life	£13930	74	99	-
1.3i 100 S-S S-S Design	£13930	74	99	-
1.3i 100 S-S S-S SRI	£14625	74	99	-
1.3i 100 S-S S-S VX-Line	£15660	74	99	-
1.3i 100 S-S S-S SE	£15270	74	99	-
1.3i 100 S-S S-S SRI	£15125	85	99	-
1.3i 100 S-S S-S SRI VX-Line	£16160	85	99	-
1.3i 100 S-S S-S SE	£15770	85	99	-
ASTRA 5dr hatch Good handling, nice engines but over-geared. Focus is better	★ ★ ★ ★ ★			
1.3i 100 S-S ecoFLEX Design	£16835	94	104	9
1.4i VVT 100 Design	£15445	99	129	9
1.4i VVT 100 Excite	£17920	99	129	9
1.4i VVT 100 Tech Line	£16770	99	129	9
1.6i 100i ecoFLEX Design S-S	£17735	108	97	9
1.6i 100i ecoFLEX Elite S-S	£23175	108	97	9
1.6i 100i ecoFLEX SRI S-S	£21740	108	97	9
1.6i 100i e FLEX Tec Ln S-S	£18910	108	97	9
1.6i 100i ecoFLEX Elite S-S	£23770	134	104	9
1.6i 100i ecoFLEX SRI S-S	£22335	134	104	9
1.6i 100i e FLEX Design S-S	£18330	134	104	9
1.6i 100i e FLEX Tec Ln S-S	£19505	134	104	9
1.6i 100i e FLEX Tec LnGT S-S	£19770	108	97	9
1.6i 100i e FLEX Tec LnGT S-S	£20365	134	104	9
1.6i VVT 115 Design	£16160	114	147	12
1.6i VVT 115 Excite	£18635	114	147	12
1.6i VVT 115 Tech Line GT	£17610	114	147	12
1.6i VVT 115 Tech Line	£17485	114	147	12
2.0i 165 e FLEX Tech LS-S	£19995	158	119	20
2.0i 165 e FLEX Tech LT S-S	£20855	158	119	21
1.4i VVT 100 SRI	£18865	99	129	9
1.4i SRI £20220 138 138 17				
1.6i VVT Elite	£21275	114	147	12
1.6i VVT SRI	£19580	114	147	12
2.0i 165 eCOFLEX Elite S-S	£24260	158	119	21
2.0i 165 eCOFLEX SRI S-S	£22825	158	119	21
2.0i 195 Biturbo S-S	£24205	192	134	21
ASTRA 5dr estate More composed than the hatch. A very decent small estate	★ ★ ★ ★ ★			
1.3i 100 S-S ecoFLEX Design S-S	£18200	94	109	9
1.4i VVT 100 Design	£16480	99	137	9
1.4i VVT 100 Tech Line	£17805	99	137	9
1.6i 100i ecoFLEX Elite S-S	£24190	108	97	14
1.6i 100i e FLEX Design S-S	£18755	108	97	14
1.6i 100i e FLEX SRI S-S	£22755	108	97	14
1.6i 100i e FLEX Tech Ln S-S	£19930	108	97	14
1.6i 100i ecoFLEX Elite S-S	£24785	134	104	14
1.6i 100i e FLEX Design S-S	£19350	134	104	14
1.6i 100i e FLEX SRI S-S	£23350	134	104	14
1.6i 100i e FLEX Tech Ln S-S	£20525	134	104	14
1.6i VVT 115 Design	£17145	114	149	12
1.6i VVT 115 Elite	£22295	114	149	12
1.6i VVT Tech Line	£18505	114	149	12
2.0i 165 Elite S-S	£25275	162	124	20
2.0i 165 e FLEX Tech Line S-S	£21015	162	124	20
1.6i VVT SRI	£20600	114	149	12
2.0i 165 SRI S-S	£23840	162	124	21
2.0i 195 Biturbo S-S	£25220	192	134	21
ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match	★ ★ ★ ★ ★			
1.4i 16v 140 Sport auto	£21570	118	159	16
1.4i 16v 140 SRI auto	£22795	118	159	16
1.6i 200 Sport S-S	£21595	202	168	25
1.6i 200 SRI S-S	£22820	202	168	25
2.0i 165 Sport auto	£23780	163	149	20
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0i 165 SRI auto	£25005	163	149	20
1.4i 16v 120 Sport S-S	£19355	118	139	13
1.4i 16v 140 Sport S-S	£20245	138	139	16
1.4i 16v 120 SRI S-S	£21070	118	139	14
1.4i 16v 140 SRI S-S	£21470	138	139	16
2.0i 280 VXR	£27620	276	189	35
2.0i 165 SRI S-S	£22300	163	127	20
2.0i 165 SRI S-S	£23525	163	127	20
2.0i 195 Biturbo S-S	£24520	192	129	-
CASCADA 2dr open Comfortable and credible alternative to the usual ragtops	★ ★ ★ ★ ★			
1.6i 200 200 Elite	£29510	202	168	24
1.4i 140 SRI S-S	£26615	202	168	24
1.4i 140 SRI S-S	£24500	138	148	20
1.4i 140 SRI S-S	£27875	138	148	21
1.6i 140 SRI S-S	£27600	168	168	24
1.6i 140 SRI S-S	£30495	168	168	24
2.0i 165 SRI S-S	£26480	163	138	23
2.0i 165 SRI S-S	£28560	163	138	23
2.0i 195 Biturbo Elite S-S	£30655	192	138	27
INSIGNIA 5dr hatch Nearly as good as a Mondeo. Inert steering	★ ★ ★ ★ ★			
1.4i 140 SRI Nav	£20394	138	123	15
1.6i 170 Elite Nav	£24229	168	139	20
1.8i VVT Design Nav	£17679	138	164	14
1.8i VVT SRI Nav	£19479	138	164	14
2.0i 165 SRI S-S	£19934	118	99	15
2.0i 165 SRI S-S	£24114	118	99	15
2.0i 165 SRI S-S	£21734	118	99	15
2.0i 165 SRI S-S	£23294	118	99	15
2.0i 165 SRI S-S	£18244	118	112	16
2.0i 165 SRI S-S	£19094	118	112	16
2.0i 165 SRI S-S	£21614	118	112	16
2.0i 165 SRI S-S	£20044	118	112	16
2.0i 165 SRI S-S	£20044	118	112	16
2.0i 165 SRI S-S	£20894	118	112	16
2.0i 165 SRI S-S	£21264	118	112	16
2.0i 165 SRI S-S	£21214	118	112	16
2.0i 165 SRI S-S	£20184	138	99	18
2.0i 165 SRI S-S	£24364	138	99	19
2.0i 165 SRI S-S	£21984	138	99	19
2.0i 165 SRI S-S	£23204	138	99	19
2.0i 165 SRI S-S	£22134	168	114	20
2.0i 165 SRI S-S	£25804	192	125	24
2.0i 165 SRI S-S	£23859	192	125	24
2.0i 165 SRI S-S	£27024	192	125	24
2.0i 250 SRI S-S	£24814	247	169	26
2.0i 250 SRI S-S	£24814	247	169	26
2.8i VXR Supersport	£30129	321	249	37
1.6i 170 Elite Nav	£17744	138	123	15
1.8i VVT Design	£18594	138	123	15
1.8i VVT SRI	£21194	138	123	15
1.4i 140 Design Nav	£19544	138	123	15
1.4i 140 SRI	£19544	138	123	15
1.4i 140 SRI	£20394	138	123	15
1.6i 170 Elite Nav	£23379	168	139	20
1.8i VVT Design	£16829	138	164	14
1.8i VVT SRI	£20284	138	164	15
1.8i VVT SRI	£18629	138		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels				
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29285	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	32
2.0 TDI 140 BMT	£26115	138	119	23
2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 TDI 177 BMT R-Line	£30470	177	120	28
EOS 2dr cc Pleasant and predictable drive. Feeling odd now				
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	30
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
SCIROCCO 3dr coupé A complete coupe.				
Entertaining, practical and stylish	★★★★★			
1.4 TSI 125	£20735	123	125	22
1.4 TSI 125 GT	£22585	123	125	23
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-Line	£28195	217	139	37
2.0 TSI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized prospect				
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	16
1.6 TDI 120 SE Business	£24115	118	105	16
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	23
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
PASSAT 5dr estate Supremely well-executed family-sized prospect				
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
PHAEON 4dr saloon Big VW feels odd now, and struggles to justify its price				
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration.				
Bland appearance	★★★★★			
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	149	12
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 BlueTech SE	£23855	104	121	14
2.0 TDI 140 Blue Tech SE	£25620	138	127	19
2.0 TDI 140 BlueTech Sp.	£27080	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper				
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16
2.0 TSI 200 SEL DSG	£33955	197	198	25
2.0 TDI 115 S	£26065	113	146	14
2.0 TDI 140 S	£26815	138	146	18
2.0 TDI 140 SE	£29125	138	146	18
2.0 TDI 140 SEL	£32025	138	146	18
2.0 TDI 140 Exec	£32275	138	146	18

AUTOCAR TOP FIVES

Crossovers



1 Nissan Qashqai From £18,000
Virtually invented the crossover segment. The latest version, subtly better all round, retakes the class lead. ★★★★★



2 Ford Kuga From £21,000
Bigger and bolder than its predecessor, but it's the unmatched dynamics that make the Kuga a familiar option. ★★★★★



3 Mazda CX-5 From £21,000
Larger than you'd think; probably better, too. Skyactiv diesel engine is one of the best. Interior less compelling. ★★★★★



4 Honda CR-V From £21,000
Decent, but incredibly sensitive to spec. Get it right and it'll measure up. Get it wrong and it probably won't. ★★★★★



5 Kia Sportage From £18,000
Seems oddly long in the tooth now, but clever looks mean it still cuts a dash. Replacement is imminent. ★★★★★



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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/turning	Weight (kg)	TEST DATE
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora 2+2	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI													
GRANTURISMO 2dr coupé	★★★★★												
4.2GT		177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open	★★★★★												
4.7 V8		175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
GHIBLI 4dr saloon	★★★★★												
Diesel		155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA													
2.5dr hatch	★★★★★												
1.5 Sky-V-G SE		114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3.5dr hatch	★★★★★												
2.2 SE-L		130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV	★★★★★												
1.6D Sport		111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6.4dr saloon/5dr estate	★★★★★												
2.2 Sport Nav		139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
MX-5 2dr open	★★★★★												
1.5 SE-L Nav		127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
1.5D SE-L hatch	★★★★★												
1.5D SE-L Nav		110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr hatch	★★★★★												
2.2 Sport Nav		126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN													
650S 2dr coupé/roadster ★★★★★													
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13	
P1 2dr coupé ★★★★★													
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14	

MERCEDES-AMG													
C63 4dr saloon ★★★★★	C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé ★★★★★	S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ																
A-CLASS 5dr hatch	★★★★★	A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12		
A45 AMG	★★★★★	B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.8	355	322	38.1	27/37	1555	14.8.13		
B-CLASS 5dr MPV	★★★★★	C-CLASS 4dr	★★★★★	B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr	★★★★★	C63 AMG Black	186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12		
NEW C-CLASS 4dr	★★★★★	C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14		
CLA 4dr coupé	★★★★★	220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13		
SLK 2dr cc	★★★★★	SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11		
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★★	E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09		
E350 CDI estate	★★★★★	E250 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10		
E250 CGI cab	★★★★★	E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10		
CLS 4dr coupé/5dr estate	★★★★★	350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11		
350 CDI S Brake	★★★★★	350 CDI S Brake	150	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13		
S-CLASS 4dr saloon/2dr coupé	★★★★★	S-CLASS 4dr saloon/2dr coupé	★★★★★	S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	★★★★★	S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14		
GLA 5dr 4x4	★★★★★	220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14		
M-CLASS 5dr 4x4	★★★★★	ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12		
GL 5dr 4x4	★★★★★	GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13		
SL 2dr convertible	★★★★★	SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12		
SL63 AMG	★★★★★	SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08		
SL65 Black	★★★★★	SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09		

MG													
3.5dr hatch	★★★★★												
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13	
6.5dr hatch	★★★★★												
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11	

MINI													
MINI 3dr hatch ★★★★★													
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14	
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13	
COUNTRYMAN 5dr hatch ★★★★★													
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10	
COUPE 2dr coupé ★★★★★													
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11	
ROADSTER 2dr convertible ★★★★★													
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12	

MITSUBISHI													
ASX 5dr hatch ★★★★★													
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10	
OUTLANDER 5dr 4x4 ★★★★★													
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13	
PHEV 6X4ds	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14	

MORGAN													
PLUS 8 2dr convertible ★★★★★													
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12	
3 WHEELER 2dr convertible ★★★★★													
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12	

NISSAN												
MICRA 5dr hatch ★★★★★												
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE
NOTE 5dr hatch ★★★★★												
1.2 Acenta Prm ★★★★★	106	12.6	—	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★★★★												
1.5 dCi n-tec ★★★★★	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUKE 5dr hatch ★★★★★												

NOBLE													
M600 2dr coupé ★★★★★	M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT													
208 3dr hatch ★★★★★	1.2 VTi Active	109	14.2	-	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th ★★★★★	GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3dr hatch ★★★★★	308 3dr hatch	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 SW estate ★★★★★	2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
2008 Mini SUV ★★★★★	2008 Mini SUV	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
1.6 e-HDi ★★★★★	Sport HDi 150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.11.09
Hybrid4 ★★★★★	Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+36221+4832.7	41/49	1790	25.1.12		
5008 5dr MPV ★★★★★	1.6 HDi 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10
RCZ 3dr coupé ★★★★★	R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14

NOBLE													
M600	2dr coupé	★★★★★											
M600		225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT													
208 3/5dr hatch	★★★★☆												
1.2i VTI Active		109	14.2	-	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th		143	6.5	6.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch	★★★★★												
1.6 e-HDI 115		118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 SW estate	★★★★★	138	9.6										
2.0 HDi 163		138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
2008 Mini SUV	★★★★★												
1.6 e-HDI		117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
308 5dr hatch	★★★★★												
Sport HDi 150		121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.11.10
Hybrid4		118	9.0	31.6	8.9	8.6	2.6	161+362	21+1483	27.41/49	1790	25.5.12	
5008 5dr MPV	★★★★★												
1.6 HDi 110		114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10
RCZ 3dr coupé	★★★★★												
R THP 270		155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14



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M662 ATH McGrath	AGA 7E ALA I1IN ALF 23D	Agate Alain Alfred	CEA 53R CEA 27S CHA IIG	Ceaser Cerys Chang	GAG 3E G4 LES GAI ANT	Gage Gale Gallant	LOC 6K LOV 47T LOV 37T	Lock Lovatt Lovett	OHA 64N OMA 22A ORA 70R	Ohagan Ohara Orator	SII ORE SHU 7T ESII VER	Short Shutt Silver
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ME5I PUP Messy	BEY ION BEY ION BEY ION	Beynon Beynon Beynon	DEI UKE DEI UKE DEI UKE	Deluxe Denby Denham	HOL I3Y HOL I3Y HOL I3Y	Hole Holley Holly	MEN 5Y MEN 5Y MEN 5Y	Mens Mens Mens	RHO4 DES RHO4 DES RHO4 DES	Rhoades Rhoades Rhoades	SII ORE SHU 7T ESII VER	Shore Shutt Silver
JES 73R Jester	814 NCA BLI3 ACH 81 END	Bianca Bleach Blend	DEI UKE DEI UKE DEI UKE	Deluxe Denby Denham	HOL I3Y HOL I3Y HOL I3Y	Hole Holley Holly	MEN 5Y MEN 5Y MEN 5Y	Mens Mens Mens	RHO4 DES RHO4 DES RHO4 DES	Rhoades Rhoades Rhoades	SII ORE SHU 7T ESII VER	Shore Shutt Silver
GOR I1IG Goring	J81 YTH B0G 42T B0G 42T	Blyth Bogart Bogart	DEI UKE DEI UKE DEI UKE	Deluxe Denby Denham	HOL I3Y HOL I3Y HOL I3Y	Hole Holley Holly	MEN 5Y MEN 5Y MEN 5Y	Mens Mens Mens	RHO4 DES RHO4 DES RHO4 DES	Rhoades Rhoades Rhoades	SII ORE SHU 7T ESII VER	Shore Shutt Silver
C42I YLE Carlyle	BOL 4N I3 ONE 800 N	Bolan Bone Boon	DEI UKE DEI UKE DEI UKE	Deluxe Denby Denham	HOL I3Y HOL I3Y HOL I3Y	Hole Holley Holly	MEN 5Y MEN 5Y MEN 5Y	Mens Mens Mens	RHO4 DES RHO4 DES RHO4 DES	Rhoades Rhoades Rhoades	SII ORE SHU 7T ESII VER	Shore Shutt Silver
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UNC I1IE Uncle	BOU IGH BOU IGH BOU IGH	Bought Bought Bought	DEI UKE DEI UKE DEI UKE	Deluxe Denby Denham	HOL I3Y HOL I3Y HOL I3Y	Hole Holley Holly	MEN 5Y MEN 5Y MEN 5Y	Mens Mens Mens	RHO4 DES RHO4 DES RHO4 DES	Rhoades Rhoades Rhoades	SII ORE SHU 7T ESII VER	Shore Shutt Silver
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RIO WDY Rowdy	B123 NDA B123 NDA B123 NDA	Breach Brenda Briony	DEI UKE DEI UKE DEI UKE	Deluxe Denby Denham	HOL I3Y HOL I3Y HOL I3Y	Hole Holley Holly	MEN 5Y MEN 5Y MEN 5Y	Mens Mens Mens	RHO4 DES RHO4 DES RHO4 DES	Rhoades Rhoades Rhoades	SII ORE SHU 7T ESII VER	Shore Shutt Silver
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6 PST £6,995	BHC 3 3 BHC	I BLM 90 BT	I DOP 6 DRD	3 EM I ENL	I FNF 6 GPA	I GNH I GNJ	3 HJN HJV I	I JVG I JVK	2 LEF I LFG	I MDO MEK 8	NPR 9 9 NSD	PSD I 5 PSJ	I RVA I RVD	TDS 6 TEU I	I VDP I VEM	60 WG I WGG

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555 AC	BEA 1S	98 CT	FAT 3L	249 HRY	1 KFT	MAK 50N	59 MS	PBK 111	6 RH	SHA 10Y	TSL 395
65 ADE	BEE 1X	4444 CT	1 FBS	HU 5075	6 KG	S16 MAL	MSM 417	555 PD	888 RJ	SHA 11S	TTU 21
777 AE	B1 EST	1 CTS	4 FCJ	HUX 663	KLD 472	MAP 405	6 MST	218 PDH	RJB 1	18 SJD	378 TTW
888 AF	C1 BER	CWA 676	27 FK	1 HY	605 KM	MAS 168	2 MUG	A11 PEP	9 RJT	999 SK	185 TU
71 AG	25 BF	R1 CWN	FLJ 505	JAA 541	5324 KM	MAW 323	MWL 452	18 PET	983 RK	K1 SKH	TUN 3L
AJB 21	444 BG	DAM 3	48 FP	M99 JAB	K00 8S	MAX 4D	MXS 1	PEX 1R	RM 1	SKH 69B	4 TVR
AJS 6	8 BJS	8 DAT	FS 59	41 JAK	KRA 762	MAX 4N	B16 MYC	9 PG	RMR 966	86 SN	TVX 808
444 AL	86 BL	140 DBP	A14 FWD	JAM 337	2000 KS	M1 AXV	30 NAT	PGP 17	39 RN	SNH 946	1 TY
ALD 350N	52 BN	DCB 1	1 GBX	71 JAN	923 KUB	M11 AXV	7 NCG	5554 PH	S11 ROS	105 SNO	J1 TYM
9 ALJ	415 B0B	432 DCH	GC 4486	10 JAT	LAM 15A	B10 MAY	NH 638	1599 PJ	ROS 33N	A11 SOC	X8 UFO
A11 ALD	714 B0D	B8 DCM	8 GCS	8 JB	LBL 41R	3 MB	NIL 2550	17 PJC	K11 ROY	N15 SON	ULY 1
ALX 1A	4444 BW	DCY 9	999 GD	6 JBL	A1 LCO	43 MB	S16 NJA	12 PJG	RPD 251	S16 SON	UPP 308
7777 AM	999 CA	DEL 503	8 GDP	JDP 472	19 LD	8414 MC	NJW 850	PJS 97	66 RR	66 RR	A18 URR
65 AMB	368 CAD	75 DG	R400 GEF	JEM 9N	LEA 1S	88 MCD	NLJ 996	8104 PK	RRD 287	908 SRB	55 UXR
16 AMM	6 CAW	93 DH	R99 GEG	B10 JET	LEE 449	5047 ME	NOB 2X	PL 5075	RRT 823	2222 SS	VAN 3T
26 AMS	C12 BBS	875 DH	81 GF	12 JET	3 LEG	MEG 440	444 NP	PM 1678	59 RS	8888 ST	VCB 1L
888 AN	7777 CC	DHC 596	1111 GG	4353 JI	L1 EXY	S16 MEL	NRN 349	L555 PMC	7 RSH	SUE 1C	VG 361
ANG 5	CD 7	14 DJC	444 GH	JJD 791	LFT 7	777 MEL	NUX 5	A1 PNK	RT 3297	82 SUE	VNY 645
ANN 444X	CEP 444	20 DJG	6113 SON	5 JLK	L1 DLE	98 MF	NV 68	545 PPP	RUB 888Y	A1 SUH	VJW 590
ANT 182A	888 CF	DLO 35	89 GJ	JM 3279	L1 VES	9399 MG	54 NW	PRM 131	6 RWM	SUN 1S	VOC 150
333 AP	2 C6G	555 DM	GLJ 612	26 JMS	1 EVV	6228 MH	ODN 550	53 PS	RYE 370	99 SW	10 VXX
2396 AP	F20 CHA	P1 DNB	GM 4967	JON 77S	LJO 52	MJB 91H	A19 OFF	PSK 6	RYL 4N	999 SXP	A1 WAF
24 APS	CK 20	DOV 982	42 GN	JOS 1A	8 LJS	16 MJC	J1 OKE	PSL 685	RZ 8510	A11 TAJ	WAT 71N
A1 RAB	CM 732	4444 DS	R999 GON	8888 JP	LKW 810	S900 MJC	9 OL	2099 PT	SA 9849	TAM 919	WCG 3
ARR 15E	88 CN	775 DT	GP 7156	JPH 133	A8 LOK	111 MJF	8 OLY	PTH 538	10 SAD	POS1 TAN	A7 WEL
S16 ART	M1 CNW	6 DU	5555 GS	JPS 16	LOR 8	MJK 250	M10 ONS	PYD 861	A5 SAY	TAS 16	580 WMT
ASM 1D	COA 1S	DUD 601	9 GSH	1500 JR	S6 LOS	T600 MJP	A11 ONS	RAG 657	444 SD	D1 TEK	88 WNX
ATH 3N	COO 1S	DW 66	6 GSK	15 JRD	M8 LOT	5441 MM	00 5789	P11 RAL	SDE 282	TG 1064	938 WPB
444 B	9999 CP	350 DW	888 GT	JTH 8	LOU 1F	MMB 585	OPR 667	RAS 706	SDF 1	500 TH	58 WPL
BAL 500N	9455 CR	B11 EAL	B10 GYM	9 JTH	7 LPS	M1 MMV	L800 OTH	RB 9858	666 SE	TK 25	H1 WSP
BAS 797	CRM 994	K9 EAT	HHS 916	JW 8	LS 2293	A11 MNC	6 OX	94 RD	SEK 8	70 YS	140 Y
1010 BB	49 CS	29 EL	6280 HK	JW 5491	K7 LUC	V88 MOG	P 6	23 RE	S11 SES	TPD 412	
333 BD	7 CSD	ELJ 487	46 HL	306 JW	LW 797	MOP 50N	1111 P	K1 REP	32 SF	TP 5577	

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MATT BURT

Rear View Mirror: tales from our archive

What is a sports car?

9 November 1934



Car manufacturers love devising new segments in which to place their models, but back in the 1930s, even defining a 'sports car' prompted a fair amount of head scratching.

This wasn't altogether surprising. In the early years of the car, most makes and models had been proven in speed trials and races, regardless of size and shape. However, by the 1930s, the variety of cars available to fulfil specific purposes was growing.

What Autocar's Brian Twist wanted to fathom was the criteria that could be used to classify a sports car.

"The term has been in existence so long that it has become accepted for everyday use, and people rarely stop to consider what exactly is meant by the definition," he wrote. "There is nothing to stop a manufacturer calling his products what he will, but many excellent cars are called 'sports cars' when it is not easy to see what right they have to such a term."

Obviously short of entertainment one evening, Twist gathered his colleagues to debate it over some furious pipe-smoking.

"To start the ball rolling, I said that I thought a definition might be made out for a car in the building of which, as regards engine, chassis and bodywork, performance was the principal consideration," wrote Twist.

"Someone asked how I would define

'Many excellent cars are called "sports cars" when it is not easy to see what right they have to such a term'

performance. After some thought, I replied, 'Good acceleration, maximum speed, roadholding, cornering and brakes'. It was suggested that such a car must also 'hold its tune for a long period'.

"This was agreed to after some discussion, during which it was pointed out that some machines beloved by sporting enthusiasts needed frequent adjustments and were none the less beloved for that.

"There was, however, at all events, unanimity on the fact that a true sports car must necessarily be an open car, though the converse need not apply.

"If one accepted my original definition as a basis of argument, comfort could only be a very secondary consideration in the building of a sports car, and then allied only with the necessary comfort of the driver for the proper control of the car on long-distance journeys.

"A closed car definitely puts comfort first, for although some saloon models are said to be faster than their equivalent open models, that is only because of the design of the open cars in question.

"A friend suggested my definition came perilously close to describing a racing car. I amended it accordingly to 'a car built for road purposes in which engine, chassis and bodywork were designed with performance as the primary consideration'.

"I opined that as a matter of fact no four-seater could be a sports car, since the mere fact that there were four seats brought in the consideration of carrying people, and any car should have a better performance if its bodywork had been designed as a two-seater. Single-seaters were ineligible for the argument, as constituting racing cars.

"It was now getting late and, knocking out his pipe, 'I'm for bed' said one of the party. A few minutes later a terrific noise outside heralded his departure, in a much-cherished machine certainly of sporting tendencies, but not a real sports car in the light of our argument.

"So the discussion ended, with no final decision. Is there any such thing as a real sports car? My original definition was accepted with certain amendments and limitations, merely from lack of a better one."

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